

**CITY OF REDONDO BEACH
CITY COUNCIL AGENDA
Tuesday, June 14, 2022**

415 DIAMOND STREET, REDONDO BEACH

CITY COUNCIL CHAMBER

THE CITY COUNCIL HAS RESUMED PUBLIC MEETINGS IN THE COUNCIL CHAMBER. MEMBERS OF THE PUBLIC MAY PARTICIPATE IN -PERSON, BY ZOOM, eCOMMENT OR EMAIL.

City Council meetings are broadcast live through Spectrum Cable, Channel 8, and Frontier Communications, Channel 41 and/or rebroadcast on Wednesday at 3PM and Saturday at 3PM following the date of the meeting. Live streams and indexed archives of meetings are available via internet. Visit the City's official website at www.Redondo.org/rbtv.

TO WATCH MEETING LIVE ON THE CITY'S WEBSITE:

<https://redondo.legistar.com/Calendar.aspx>

*Click "In Progress" hyperlink under Video section of meeting

TO WATCH MEETING LIVE ON YOUTUBE:

<https://www.youtube.com/c/CityofRedondoBeachIT>

TO JOIN THE MEETING VIA ZOOM (FOR PUBLIC INTERESTED IN SPEAKING. OTHERWISE, PLEASE SEE ABOVE TO WATCH/LISTEN TO MEETING):

Register in advance for this meeting:

https://us02web.zoom.us/webinar/register/WN_kO9Om_uAT4yXMuHXZrO8RA

After registering, you will receive a confirmation email containing information about joining the meeting.

If you are participating by phone, be sure to provide your phone # when registering. You will be provided a Toll Free number and a Meeting ID to access the meeting. Note; press # to bypass Participant ID. Attendees will be muted until the public participation period is opened. When you are called on to speak, press *6 to unmute your line. Note, comments from the public are limited to 3 minutes per speaker.

eCOMMENT: COMMENTS MAY BE ENTERED DIRECTLY ON THE WEBSITE AGENDA PAGE:

<https://redondo.granicusideas.com/meetings>

- 1) Public comments can be entered before and during the meeting.
- 2) Select a SPECIFIC AGENDA ITEM to enter your comment;
- 3) Public will be prompted to Sign-Up to create a free personal account (one-time) and then comments may be added to each Agenda item of interest.
- 4) Public comments entered into eComment (up to 2200 characters; equal to approximately 3 minutes of oral comments) will become part of the official meeting record. Comments may be read out loud during the meeting.

EMAIL: TO PARTICIPATE BY WRITTEN COMMUNICATION, EMAILS MUST BE RECEIVED BEFORE 3:00PM THE DAY OF THE MEETING (EMAILS WILL NOT BE READ OUT LOUD): Written materials pertaining to matters listed on the posted agenda received after the agenda

has been published will be added as supplemental materials under the relevant agenda item . Public comments may be submitted by email to cityclerk@redondo.org. Emails must be received before 3:00 p.m. on the date of the meeting to ensure Council and staff have the ability to review materials prior to the meeting.

4:30 PM - CLOSED SESSION - ADJOURNED REGULAR MEETING

A. CALL MEETING TO ORDER

B. ROLL CALL

C. SALUTE TO FLAG AND INVOCATION

D. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

E. PUBLIC COMMUNICATIONS ON CLOSED SESSION ITEMS AND NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on Closed Session Items or any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Mayor and Council. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

F. RECESS TO CLOSED SESSION

F.1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney client privilege, Government code Section 54956.9(d)(1).

Name of case:

City of Redondo Beach, et al. v. California State Water Resources Control Board
Case Number: 20STCP03193

F.2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Luke Carlson, et al v City of Redondo Beach, et al.
Case Number: 2:20-cv-00259-ODW-SS

F.3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Redondo Beach Waterfront, LLC. v City of Redondo Beach
Court of Appeal Case Number: B311039

F.4. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

John Velasquez vs. City of Redondo Beach

Case Number: WCAB# ADJ12748659; ADJ14237307

- G. RECONVENE TO OPEN SESSION**
- H. ROLL CALL**
- I. ANNOUNCEMENT OF CLOSED SESSION ACTIONS**
- J. ADJOURN TO REGULAR MEETING**

6:00 PM - OPEN SESSION - REGULAR MEETING

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. SALUTE TO THE FLAG AND INVOCATION**
- D. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS**
- E. APPROVE ORDER OF AGENDA**
- F. AGENCY RECESS**
- G. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS**

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- G.1. [For Blue Folder Documents Approved at the City Council Meeting](#)**

H. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Mayor or any City Council Member may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion. The Mayor will call on anyone wishing to address the City Council on any Consent Calendar item on the agenda, which has not been pulled by Council for discussion. Each speaker will be permitted to speak only once and comments will be limited to a total of three minutes.

- H.1. [APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL ADJOURNED REGULAR AND REGULAR MEETING OF JUNE 14, 2022](#)**

CONTACT: ELEANOR MANZANO, CITY CLERK

- H.2. [APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA.](#)**

CONTACT: ELEANOR MANZANO, CITY CLERK

- H.3. [APPROVE THE FOLLOWING CITY COUNCIL MINUTES:](#)
[A. MAY 3, 2022 ADJOURNED REGULAR & REGULAR MEETING](#)
[B. MAY 10, 2022 ADJOURNED REGULAR & REGULAR MEETING](#)**

CONTACT: ELEANOR MANZANO, CITY CLERK

H.4. EXCUSE ABSENCES FROM VARIOUS COMMISSION AND COMMITTEE MEETINGS.

CONTACT: ELEANOR MANZANO, CITY CLERK

H.5. ADOPT BY TITLE ONLY RESOLUTION NO. CC-2206-035, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE OFFICIAL BOOK OF CLASSIFICATIONS FOR THE POSITION OF LIBRARY DIRECTOR

CONTACT: DIANE STRICKFADEN, DIRECTOR OF HUMAN RESOURCES

H.6. APPROVE THE INSTALLATION OF ALL-WAY STOP CONTROLS AT THE INTERSECTION OF FELTON LANE AND RUHLAND AVENUE

CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR

H.7. APPROVE AN AMENDMENT TO THE AGREEMENT WITH LISA PADILLA DBA CITYWORKS DESIGN FOR PREPARATION OF THE OBJECTIVE RESIDENTIAL DESIGN GUIDELINES TO EXTEND THE TERM THROUGH DECEMBER 31, 2022 WITH NO CHANGE TO THE ORIGINAL CONTRACT AMOUNT OF \$139,955 TO BE FULLY REIMBURSED BY SB2 GRANT FUNDS

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

H.8. APPROVE AN AMENDMENT TO THE AGREEMENT WITH HDL COREN & CONE TO ADD CONSULTING SERVICES TO ASSIST WITH THE CITY'S PREPARATION OF A CANNABIS ORDINANCE, TAX MEASURE, AND PERMIT SELECTION PROCESS FOR AN AMOUNT OF \$37,250 DURING THE CURRENT TERM OF THE EXISTING AGREEMENT THROUGH AUGUST 16, 2026

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

H.9. APPROVE THE SECOND AMENDMENT TO THE REIMBURSEMENT AGREEMENT WITH SOUTH BAY CENTER SPE, LLC, FOR CONTINUED OVERTIME DEPLOYMENT OF CITY POLICE OFFICERS AT THE SOUTH BAY GALLERIA FOR AN ANNUAL REIMBURSEMENT AMOUNT NOT TO EXCEED \$90,000, WITH A CITY CREDIT OF \$30,000, AND TO EXTEND THE TERM TO JUNE 30, 2023, WITH AN OPTION TO EXTEND FOR ONE ADDITIONAL YEAR

CONTACT: JOSEPH HOFFMAN, CHIEF OF POLICE

I. EXCLUDED CONSENT CALENDAR ITEMS

J. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

This section is intended to provide members of the public with the opportunity to comment on any subject that does not appear on this agenda for action. This section is limited to 30 minutes. Each speaker will be afforded three minutes to address the Mayor and Council. Each speaker will be permitted to speak only once. Written requests, if any, will be considered first under this section.

J.1. For eComments and Emails Received from the Public

K. EX PARTE COMMUNICATIONS

This section is intended to allow all elected officials the opportunity to reveal any disclosure or ex parte communication about the following public hearings

L. PUBLIC HEARINGS

L.1. CONTINUED PUBLIC HEARING TO CONSIDER THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

- a. Reconvene the Public Hearing, take testimony;
- b. Continue the Public Hearing to June 21, 2022; and
- c. Receive and file Budget Response Reports.

CONTACT: JENNIFER PAUL, FINANCE DIRECTOR

L.2. PUBLIC HEARING FOR INTRODUCTION AND FIRST READING OF ORDINANCES AMENDING REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10 CHAPTER 2 ZONING AND LAND USE AND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES, INCLUDING ACCESSORY BUILDINGS AND DWELLING UNITS, AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

PROCEDURES:

1. Open the public hearing and take testimony;
2. Close the public hearing and deliberate;
3. Introduce the following two ordinances: and
4. Adopt the resolution submitting ordinance to the Coastal Commission;

INTRODUCE BY TITLE ONLY ORDINANCE NO. 3231-22 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

INTRODUCE BY TITLE ONLY ORDINANCE NO. 3232-22 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 5, COASTAL LAND USE IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

ADOPT RESOLUTION NO. 2206-036 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, REQUESTING CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION OF AMENDMENTS TO THE COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE MUNICIPAL CODE) CONSISTENT WITH STATE LAW, WHICH IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL

PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO PUBLIC RESOURCES CODE SECTION 30514 AND TITLE 14, SECTION 13551 OF THE CALIFORNIA CODE OF REGULATIONS

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

M. ITEMS CONTINUED FROM PREVIOUS AGENDAS

N. ITEMS FOR DISCUSSION PRIOR TO ACTION

- N.1.** DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF A THIRD EXTENSION TO THE EMERGENCY COASTAL DEVELOPMENT PERMIT ISSUED FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE THIRD EXTENSION OF THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

O. CITY MANAGER ITEMS

P. MAYOR AND COUNCIL ITEMS

- P.1.** DISCUSSION AND POSSIBLE ACTION PERTAINING TO CLARIFICATION OR REVISIONS TO RESOLUTION NO. CC-2204-022, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ESTABLISHING A CHARTER REVIEW ADVISORY COMMITTEE

Q. MAYOR AND COUNCIL REFERRALS TO STAFF

R. RECESS TO CLOSED SESSION

- R.1.** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney client privilege, Government code Section 54956.9(d)(1).

Name of case:

City of Redondo Beach, et al. v. California State Water Resources Control Board

Case Number: 20STCP03193

- R.2.** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Luke Carlson, et al v City of Redondo Beach, et al.

Case Number: 2:20-cv-00259-ODW-SS

- R.3.** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Redondo Beach Waterfront, LLC. v City of Redondo Beach

Court of Appeal Case Number: B311039

- R.4.** CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

John Velasquez vs. City of Redondo Beach

Case Number: WCAB# ADJ12748659; ADJ14237307

S. RECONVENE TO OPEN SESSION

T. ADJOURNMENT

- T.1.** ADJOURN IN MEMORY OF PATRICIA DREIZLER, LONG-TIME REDONDO BEACH RESIDENT, CITY EMPLOYEE AND COMMUNITY VOLUNTEER

The next meeting of the City Council of the City of Redondo Beach will be an Adjourned Regular meeting to be held at 4:30 p.m. (Closed Session) and a Regular meeting to be held at 6:00 p.m. (Open Session) on Tuesday, June 21, 2022, in the Redondo Beach City Hall Council Chamber, 415 Diamond Street, Redondo Beach, California.



Administrative Report

F.1., File # 22-4306

Meeting Date: 6/14/2022

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney client privilege, Government code Section 54956.9(d)(1).

Name of case:

City of Redondo Beach, et al. v. California State Water Resources Control Board

Case Number: 20STCP03193



Administrative Report

F.2., File # 22-4307

Meeting Date: 6/14/2022

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Luke Carlson, et al v City of Redondo Beach, et al.

Case Number: 2:20-cv-00259-ODW-SS

BLUE FOLDER ITEM

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CITY COUNCIL MEETING JUNE 14, 2022

F.2 CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Luke Carlson, et al v City of Redondo Beach, et al.

Case Number: 2:20-cv-00259-ODW-SS

PUBLIC COMMUNICATION

[REDACTED]

From: Josh Abrams <jabramsr23119@gmail.com>

Sent: Tuesday, June 14, 2022 3:10 PM

To: Bill Brand <Bill.Brand@redondo.org>; Nils Nehrenheim <Nils.Nehrenheim@redondo.org>; Christian Horvath <Christian.Horvath@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Laura Emdee <Laura.Emdee@redondo.org>; Todd Loewenstein <Todd.Loewenstein@redondo.org>; Eleanor Manzano <Eleanor.Manzano@redondo.org>

Subject: Agenda Item F2

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Mayor and City Council,

I have been following the story about the lawsuit involving RBPB officers that shot through a closed window, and almost killed a young man in front of his family at their home on the Esplanade in 2019.

For the life of me I can't understand why the city is pushing this case to trial as it's clear a settlement makes more sense.

After doing research I have learned the insurance policy the city (as combined with other Beach Cities) will cover up to \$25 Million Dollars. That means there will be NO out of pocket cost to Redondo Beach aside from the deductible. I have also determined there is no punitive damages involved as the city is exempt from these by law, and the officers if they could be sued would not have enough assets to warrant the plaintiff from even pursuing that option.

Either way this lawsuit is going to be paid by our insurance company and the rates will go up.

Does the city attorney think that having a larger judgement awarded by a jury later will be a better way for it to impact our insurance premiums? It makes sense to get it out of the way now so we can move on and not incur more legal expenses.

The city attorney should also be clear to the city council that if the city loses in a jury trial, this could set a precedent for other potential litigation in the future should another incident like this occur.

The recent 27-page ruling on the motion from the judge shows there may be some serious problems in the department and even a history of covering up incidents. If a jury hears evidence confirming that fact we could be on the hook for well over \$25 Million Dollars in this case and open up others.

With the poor performance of the current firm retained by our city attorney (they recently lost an \$85 Million dollar lawsuit) I don't have much confidence in their results.

Our city should seriously consider other options before it ends up cost us \$85 Million Dollars too.

Sincerely,

J Abrams



Administrative Report

F.3., File # 22-4308

Meeting Date: 6/14/2022

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Redondo Beach Waterfront, LLC. v City of Redondo Beach

Court of Appeal Case Number: B311039



Administrative Report

F.4., File # 22-4353

Meeting Date: 6/14/2022

CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

John Velasquez vs. City of Redondo Beach

Case Number: WCAB# ADJ12748659; ADJ14237307



Administrative Report

G.1., File # 22-4313

Meeting Date: 6/14/2022

TITLE

For Blue Folder Documents Approved at the City Council Meeting

BLUE FOLDER ITEM

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CITY COUNCIL MEETING JUNE 14, 2022

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Name of case:

Luke Carlson, et al v City of Redondo Beach, et al.

Case Number: 2:20-cv-00259-ODW-SS

PUBLIC COMMUNICATION

F **[REDACTED]**

From: Josh Abrams <jabramsr23119@gmail.com>

Sent: Tuesday, June 14, 2022 3:10 PM

To: Bill Brand <Bill.Brand@redondo.org>; Nils Nehrenheim <Nils.Nehrenheim@redondo.org>; Christian Horvath <Christian.Horvath@redondo.org>; Zein Obagi <Zein.Obagi@redondo.org>; Laura Emdee <Laura.Emdee@redondo.org>; Todd Loewenstein <Todd.Loewenstein@redondo.org>; Eleanor Manzano <Eleanor.Manzano@redondo.org>

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Mayor and City Council,

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Either way this lawsuit is going to be paid by our insurance company and the rates will go up.

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The city attorney should also be clear to the city council that if the city loses in a jury trial, this could set a precedent for other potential litigation in the future should another incident like this occur.

The recent 27-page ruling on the motion from the judge shows there may be some serious problems in the department and even a history of covering up incidents. If a jury hears evidence confirming that fact we could be on the hook for well over \$25 Million Dollars in this case and open up others.

With the poor performance of the current firm retained by our city attorney (they recently lost an \$85 Million dollar lawsuit) I don't have much confidence in their results.

Our city should seriously consider other options before it ends up cost us \$85 Million Dollars too.

Sincerely,

J Abrams

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CITY COUNCIL MEETING JUNE 14, 2022

J.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

PUBLIC COMMUNICATIONS

From: Wendy Weber
To: CityClerk: shiggins31@aol.com
Subject: Acquiring permanent pickleball courts
Date: Sunday, June 12, 2022 2:08:53 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

I would like to see permanent Pickleball courts in Redondo Beach. The demand is enormous and it is America's fastest growing sport. Redondo Beach could greatly benefit from hosting tournaments because the potential for revenue is significant. Revenue is not only generated from tournament fees but vendors, food and merchandise sales. Please support this amazing sport and allocate permanent courts preferably next to the Ruby's parking lot.

Wendy Weber

Below is an example of El Segundo's upcoming tournament fees which generated close to 40k.

Competition Events

Amateur - Men's Doubles (Skill/Age) - 3.0 or greater skill levels only) (5.0 or lower skill levels only): Thu 06/23/22	\$40.00	8	\$320.00
Amateur - Men's Singles (Skill/Age) - 19+,35+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Men's Singles (Skill/Age) - 50+,60+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sat 06/25/22	\$40.00	8	\$320.00
Amateur - Mixed Doubles (Skill/Age) - 50 and older (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Mixed Doubles (Skill/Age) - below age 50 (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sat 06/25/22	\$40.00	8	\$320.00
Amateur - Women's Doubles (Skill/Age) - 50 and older (3.0 or greater skill levels only) (5.0 or lower skill levels only): Thu 06/23/22	\$40.00	8	\$320.00
Amateur - Women's Doubles (Skill/Age) - below age 50 (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sun 06/26/22	\$40.00	8	\$320.00
Amateur - Women's Singles (Skill/Age) - 19+,35+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Women's Singles (Skill/Age) - 50+,60+ : Sat 06/25/22	\$40.00	8	\$320.00
Los Angeles Shootout \$1000 (Prize Money) (4.5 or greater skill levels only) (5.0 or lower skill levels only): Wed 06/22/22 3:00pm	\$70.00	16	\$1,120.00
Men's PRO Doubles (4.5 or greater skill levels only): Sat 06/25/22	\$130.00	28	\$3,640.00
Men's Pro Singles (4.5 or greater skill levels only): Sun 06/26/22	\$130.00	32	\$4,160.00
Men's Senior PRO Doubles: Sat 06/25/22	\$120.00	28	\$3,360.00
Men's Senior PRO Singles: Sun 06/26/22	\$120.00	28	\$3,360.00
Mixed PRO Doubles (4.5 or greater skill levels only): Fri 06/24/22	\$130.00	28	\$3,640.00
Mixed Senior PRO Doubles: Fri 06/24/22	\$120.00	28	\$3,360.00
Women's PRO Doubles (4.5 or greater skill levels only): Sat 06/25/22	\$130.00	28	\$3,640.00
Women's PRO Singles (4.5 or greater skill levels only): Sun 06/26/22	\$130.00	28	\$3,640.00
Women's Senior PRO Doubles: Sat 06/25/22	\$120.00	28	\$3,360.00
Women's Senior PRO Singles: Sun 06/26/22	\$120.00	28	\$3,360.00
Total Tournament Fees =			\$39,520.00

From: [Lynn Carroll-Carter](#)
To: [CityClerk](#)
Subject: Pickleball in Redondo Beach
Date: Sunday, June 12, 2022 9:47:18 AM


CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Redondo Beach City Council:

I am a Redondo Beach resident in district 2 and would like to see dedicated pickle ball courts in Redondo Beach. I play 5-6 days per week and would love to see the city that I live in have a facility comparable to the Alta Vista tennis facility.

As we all know, pickleball is the fastest growing sport in America. Let's get our Redondo Beach residents moving, on our own pickleball courts! Both young and "older" players!
The sooner, the better.

Thank you.

Lynn Carter

Redondo Beach

From: [Susuan Gallagher](#)
To: [CityClerk](#)
Subject: Pickleball Courts
Date: Tuesday, June 14, 2022 1:15:09 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

I am a PB player. I live in RB. We need courts. This is the fastest growing sport. It started for retirees...which is me...but has grown to include all ages. Calif. is noted for sun and exercise...making us all healthier long living people. Please vote for courts in our community.

From: [BOBBY TREVINO](#)
To: [CityClerk](#)
Subject: Pickleball courts
Date: Tuesday, June 14, 2022 1:55:33 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

To City council , I'm requesting that you pass a motion to budget for the funds necessary for a dedicated pickleball facility next to the gymnasium at the Aviation site. As you've been made aware, we are in need of facilities as the number of players is growing every day and there is a shortage of places to play. If you're not willing to give us one tennis court at Alta Vista, it makes it of utmost importance that we have a permanent facility for pickleball.

Thank you for your consideration.

Bobby Trevino
Redondo Beach resident
69 year native of the South Bay

From: [Stop BCHD](#)
To: [CityClerk](#); cityclerk@torranceca.gov
Cc: Al.Muratsuchi@asm.ca.gov; pnovak@jalafco.org; Ben.Allen@sen.ca.gov; HollyJMitchell@bos.lacounty.gov
Subject: Non-Agenda Item Public Comment Highlighting BCHD Self Assessment of Elective Failure to "Strive" for Consistency and Balance in Bulk and Mass
Date: Thursday, June 9, 2022 9:47:37 AM
Attachments: [BCHD Plan Fails RBMC 10-2.2502 Planning Commission Design Review Sect b\(4\) Balance and Integration Update with BCHD Language.pdf](#)

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Mayors, Councils, Planning Commissions:

At the following link, there are excerpts from BCHD FEIR demonstrating that BCHD made no attempt to "strive" to be i balance and integration in mass and bulk, and instead, chose as PROJECT PROPONENT to supplant the judgement of the City of Redondo Beach and further, take the rights in the RBMC from residents and property owners.

<https://www.stopbchd.com/post/bchd-plan-fails-rbmc-10-2-2502-planning-commission-design-review-sect-b-4-balance-and-integration>

--

STOP BCHD (StopBCHD@gmail.com) is a neighborhood community of residents concerned about the economic and quality-of-life damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict on our families for the next 50-100 years. Our neighborhoods have been burdened since 1960 and the damages outweigh any benefits.



BCHD Plan Fails RBMC 10-2.2502 Planning Commission Design Review Sect b(4) "Balance and Integration

Updated: 1 minute ago

The full statement in the RBMC for b(4) is "Balance and integration with the neighborhood. The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties."

IN BCHDs OWN WORDS

"the height and mass of the proposed RCFE Building would be greater than what currently exists and is visible on-site" FEIR 3.1-43

"The proposed RCFE Building would be visually prominent from this viewpoint, rising above the retaining walls and vegetation along eastern slope in the mid-ground. The proposed 6-story RCFE Building would be substantially taller and larger than the existing 1- to 5-story buildings currently on-site, as well as the adjacent 1- to 4-story buildings. The RCFE Building would reduce access to views of the open sky for motorists, bicyclists, and pedestrians traveling westbound Towers Street and turning on Flagler Lane." FEIR 3.1-43

"the proposed RCFE Building would be substantially taller and would have substantially more massing than buildings in the vicinity, thereby reducing the view of open sky above" FEIR 3.1-55

BCHDs FAULTY AND SELF SERVING CONCLUSION

BCHD does not have the authority to draw conclusions on RBMC and TMC. As a result, it cannot. RBMC is intended to protect Redondo Beach residents and property values, and BCHD fails, despite its false assertion that "the Phase 1 preliminary site development plan would meet the development standards described in the Redondo Beach and Torrance General plans and municipal codes" FEIR 3.1-55. **Adoption of such a flawed opinion from the project proponent would leave the City open to litigation from property owners who are clearly not having their property values protected, nor, are they being protected through enforcement of the RBMC.**

Height

BCHD proposed height fail any reasonable scale integration standard. BCHD is proposing 109.7-feet above Beryl & Flagler streets. BCHD will be approximately 150-feet above Redbeam neighborhood properties in Torrance. All surrounding zoning for BCHD, and existing structures, are 30-foot maximum zoning in Redondo Beach, and 27-foot maximum zoning in Torrance. That includes the light commercial zoning of the Vons Plaza.

Size

BCHD proposed square feet in size fails any reasonable scale integration standard. BCHD is proposing a single 300,000 sqft building in Phase 1 that will be at 109.7-feet above Beryl & Flagler streets, and 83-feet above the internal courtyard. At 300,000 sqft, the single proposed building in Phase 1 is roughly the same size as the entire

312,000 sqft current campus buildings (according to BCHD EIR NOP). Following Phase 2, BCHD will be 800,000 sqft of buildings, which is larger than all Beryl Heights properties added together. Clearly, a facility that is larger than the entire adjacent neighborhood can make no claim of balance, integration or harmony in scale and bulk with surrounding properties.

BCHDs proposed height of 83-feet above the internal courtyard is for Phase 1 provides 300,000 sqft at 83-feet. Except for a single 968-sqft mechanical room ("the Penthouse"), the rest of the 311,000 sqft of the existing campus buildings are at 52-feet or lower. Thus, BCHD has made no attempt to integrate with the neighborhood scale for Redondo Beach or Torrance, both of which are 30-feet or less. Further, BCHD has not even been balanced with the existing campus, as it nearly doubles the campus sqft of size while increasing the height to 160% of 311,000 sqft feet of existing campus.

This all fails to consider that BCHD's Phase 2 is an 8-10 story parking ramp on the south perimeter of campus and a 4-story, approximately 70-foot structure on the west side, rounding out the 800,000 sqft. Those two structures further ignore integration with the neighborhoods in scale and bulk.

Perimeter Bulk/Mass/Height Maximization

BCHD proposed development is nearly all on the perimeter of the site, maximizing, not minimizing the bulk and visual size of the structures. BCHD is also ignoring its obligation to respect the natural terrain of the existing 30-foot elevated site, thereby creating a massive visual out-of-scale compound on the north, east and south where it is 100 to 150-feet above neighboring development.

Admitted Failure to Integrate by BCHD

In conclusion, BCHD has made no attempt to integrate in scale or bulk, nor has it met its obligation to "strive". Instead, it has ignored the neighborhood input and that of CWG members from the neighborhoods.

BCHDs Proposal is Significantly out of Scale with Surrounding Property Heights



BCHDs Proposal is Significantly Taller than the Existing Campus Buildings

BCHD is proposing 300,000 sqft at 83-feet while the existing campus buildings are 311,000+ sqft at less than 52-feet. Only one single 968-sqft mechanical room is 76-feet and it is located in the center of campus.

South Bay Hospital Campus Buildings Elevation Review

Per BCHD EIR NOP, the SBHD campus is 76-feet tall and 312,000 sqft

Per BCHD PRA Response, only 968 sqft or 0.3% is 76-feet tall

That leaves **99.7% or 311,032 sqft at 51-feet tall or less (4 stories)**

Average campus height is approximately 30-feet per Google Earth Pro review

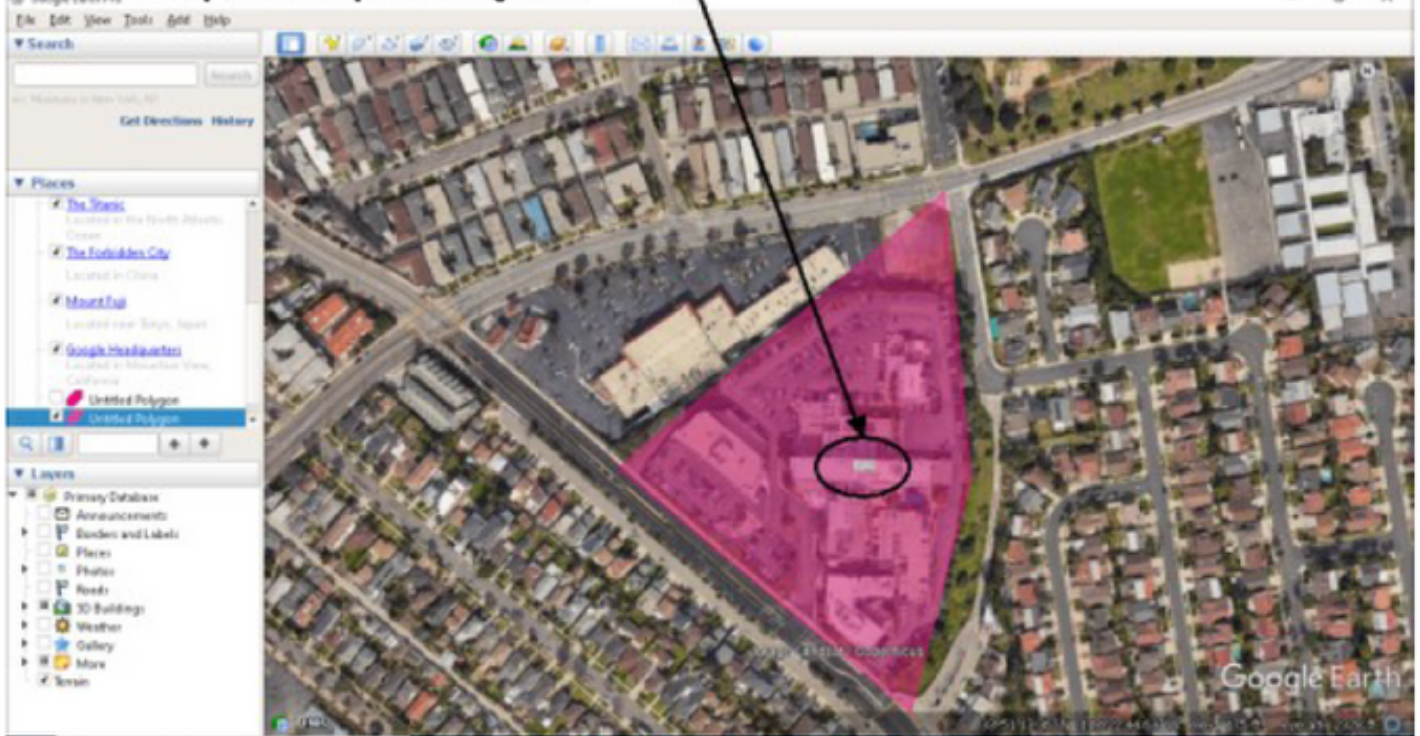


BCHDs Current 76-foot Projection is located far from perimeter of campus in a mass and height minimizing position. The remainder of the campus buildings are 52-feet or lower.

BCHD's environmental report states the campus has 312,000 sqft of buildings. Only one little tiny "penthouse" is 76-feet tall and that 0.3% of the buildings.

Google Earth Pro Simulation

BCHD will not provide compatible design files

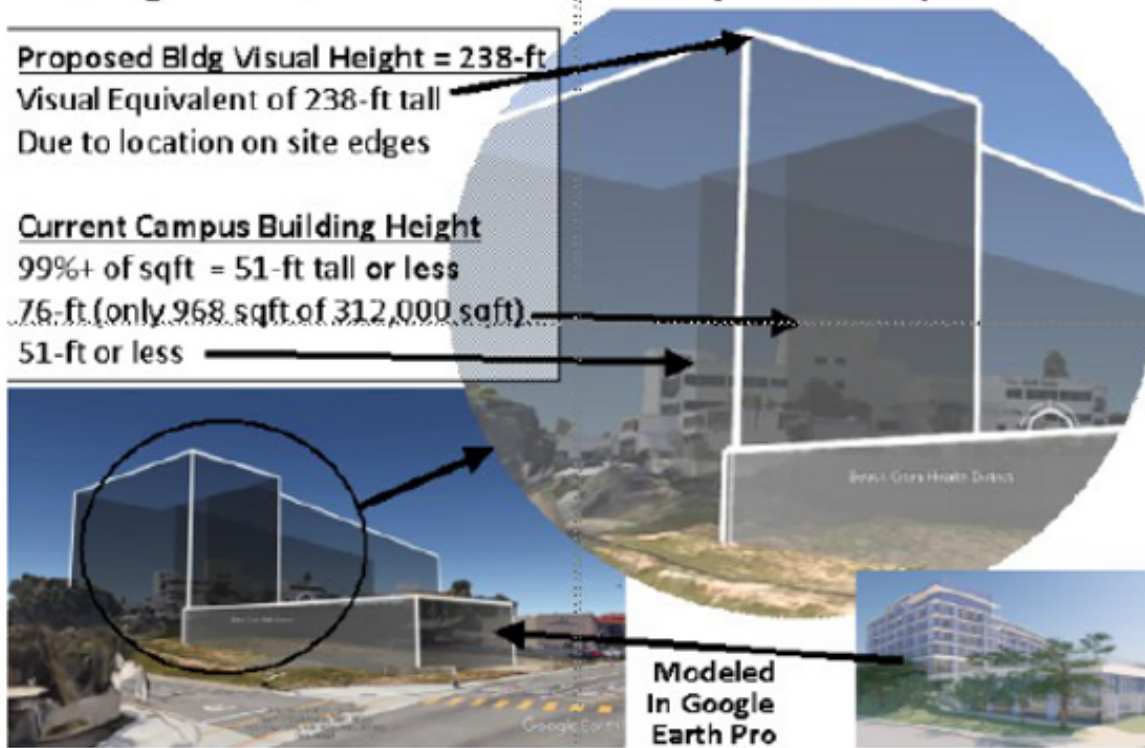


BCHDs Proposed Placement on the Perimeter of Campus Maximizes Bulk and Mass Compared to the Existing Hospital Building. BCHD Fails the "Strive" Test.

By not respecting the elevated site terrain, BCHD creates an equivalent height of 238-feet tall from the N/NE/E Views

Proposed Bldg Visual Height = 238-ft
Visual Equivalent of 238-ft tall
Due to location on site edges

Current Campus Building Height
99%+ of sqft = 51-ft tall or less
76-ft (only 968 sqft of 312,000 sqft)
51-ft or less



BCHDs Proposed Commercial 1950s Miami-Style Hotel Design is Clearly Makes No Attempt to be Compatible with Residential Neighborhoods



From: [Glen and Nancy Yokoe](#)
To: [CityClerk](#)
Cc: stopbchd@gmail.com
Subject: Non-Agenda Item Public Comments for 6/16/22 Planning Commission Meeting
Date: Thursday, June 9, 2022 4:47:09 PM

CAUTION: Email is from an external source; *Stop, Look, and Think* before opening attachments or links.

Honorable Mayor, Councilpersons and Planning Commissioners of Redondo Beach,

We respectfully ask that you refer to the Public Comment RE: BCHD to the Redondo Beach Planning Commissioners, dated 6/6/22, already provided to the CityClerk@redondo for inclusion into the Public Record at the Redondo Beach Planning Commission meeting on 6/16/22.

We ask Commissioners to strictly enforce the RB Municipal Code regarding Conditional Use Permits and Planning Commission Design Review in order to protect surrounding property values and deny adverse impacts from BCHD's 110 ft tall, 800,000 square foot proposed development.

Additionally, there is immense concern about the assault the 5+ years project subjects the surrounding citizenry and businesses to.

The CEO and Board of Directors fail to remember what the "H" in their acronym, BCHD, represents. Through misguided actions and feckless inactions, BCHD's showpiece Healthy Living Campus(HLC), is about all things other than HEALTH.

Parents transporting or walking their children to and from local schools cite already existing traffic safety issues. Increasing the number of vehicles(on site workers, etc.), then adding heavy trucks, dangerously compounds an unsafe environment for anxious car drivers and pedestrians crossing nearby intersections.

BCHD's own DEIR denotes unmitigable noise that will far exceed maximum allowable levels in residential neighborhoods. Besides the distractions from daily excessive noise, this can be associated with but not limited to increased blood pressure, depression, agitation, anxiety, stress and insomnia. Imagine nighttime workers counting on sleeping during the day at home near this project.

BCHD's Phase II Environmental Assessment Report by Converse Consultants(dated 2/26/20) found hazardous VOC(volatile organic compounds) and carcinogens on site.

PCE(perchloroethylene)was detected in 29 of 30 samples, in amounts up to 150 times the allowable residential screening levels. Chloroform and Benzene were detected at 13 and 7 times the allowable residential levels, respectively.

Any concerned person might ask, "who might be breathing these toxins" on a daily basis through excavation, demolition and debris transport? The area residents, and, critically, children on the playgrounds and classrooms of TWO elementary schools both less than 1/8 of a mile from the pollution source, BCHD. The affected schools: Beryl Heights in RB and Towers Elementary in West Torrance, the latter situated adjacent to Beryl St., the proposed route for dump trucks hauling debris from the worksite. Furthermore, normal frequent wind and sea breezes in the area will be a 24/7 conduit for the airborne hazards aforementioned.

BCHD's CEO and Board of Directors are inconceivably unconcerned about the SAFETY and WELLBEING of their neighbors. While they preach health as their impetus and in their messaging, they fail dismally in their concern for BCHD's unnecessary and irreversible consequences from an overdone, incompatible, ill-conceived, unsafe and unhealthy HLC project.

Respectfully,

Glen H. and Nancy N. Yokoe, 45+ years residents of West Torrance

From: [Susan Oliver](#)
To: [CityClerk](#); [Stop BCHD](#)
Cc: [Stop BCHD](#)
Subject: on-Agenda Item Public Comments for 6/16/22 Planning Commission Meeting
Date: Friday, June 10, 2022 3:57:34 PM

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Dear Counsel Members,

The Beach City Health Department plans to expand the facility will adversely impact property values and quality of life for residents and property owners. The size and plan does not fit the area or surrounding infrastructure further aggravating the existing density and traffic issues to arguably the busiest area of Redondo Beach which includes the existing BCHD, Redondo High, Beryl and Towers elementary schools, Parris Middle School, the library, police department and city administrative facilities. The proposed public park space will ultimately serve as a breeding ground homeless encampments and drug use. The currently closed service road below BCHD frequently has homeless people many of whom suffer from mental illness and drug addiction issues. It took months for the city to finally cut back the trees and shrubbery in that area to remove areas where the homeless could set up encampments. Despite cutting back the trees there continues to be a homeless and trash problem in that area.

The current facility is already an eye sore, high traffic and high noise nuisance. However, it was in place prior to many of the residences moving to the area, my family included. But to knowingly increase the negative impact by building a large structure that will be out of balance for the neighborhood, cause more traffic in a residential area and increase noise including sirens and heavy trucks plus automotive noise is irresponsible. Building or increasing the size of the facility is irresponsible to the community and not fair to the neighborhood.

Please do not approve the increased or additional facilities of the BCHD.

Sue Oliver


Redondo Beach, CA

From: Stop BCHD
To: Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly.Mitchell@bos.lacounty.gov; CityClerk; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Lisa.Jacobs; Kevin.Cody
Cc: Communications; pnovak@lalafco.org; Vanessa.I.Poster; martha.koo@bchd.org; Martinez, Oscar; Noel.Chun; Jane.Diehl; Michelle.Bholat; Stop BCHD
Subject: Press Release - Discretionary Permitting Activity Regarding BCHD
Date: Saturday, June 11, 2022 11:02:48 AM
Attachments: image.png
Slide3.PNG
Slide1.PNG
Slide2.PNG
BCHD.Press.Release.6-11-22.pdf

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For Public Record Inclusion, Mayors, Councils, Planning Commissions Torrance, Redondo, Hermosa, and Manhattan Beach

StopBCHD.com
StopBCHD@gmail.com



Stop BCHD Overdevelopment
Enforce Municipal Codes and Protect Quality of Life

FOR IMMEDIATE RELEASE

STOPBCHD.COM TO PARTICIPATE WITH CITIES IN DISCRETIONARY PERMITTING OF 110-FOOT TALL, 800,000 SQFT DEVELOPMENT ON LEASED BCHD SITE *StopBCHD.com Will Not Engage in Bilateral Discussions With Beach Cities Health District*

Hermosa Beach/Manhattan Beach/Redondo Beach ("Beach Cities")

Along with other groups and individuals, BCHD has asked to meet with StopBCHD.com regarding BCHDs proposed 110-foot tall, 800,000 sqft project permitting on an elevated site above over 2,500 residents in the surrounding one-half mile alone.

After discussions with other Neighborhood Quality-of-Life groups and proponents, StopBCHD.com is declining a meeting with BCHD and continuing our efforts to gain a valid, impartial forum at the Cities of Redondo Beach and Torrance using their required discretionary permit hearings.

From the perspective of surrounding residents, BCHDs actions to date have INCREASED project mass, bulk, visual height, noise transmission, privacy loss, and Quality-of-Life damages to the surrounding neighborhoods, as opposed to BCHD "striving" to MINIMIZE such damages as mandated in Municipal Codes.

StopBCHD.com observes that prior public comments to BCHD have not resulted in enhanced Neighborhood Quality-of-Life actions by the taxpayer-owned and funded agency and former voter-approved hospital district (public acute care hospital ceased operations in 1984 after only 24 years of public operation).

StopBCHD.com will consider discussions with the project's Developer/Owner/Operator when that firm steps forward out of the shadows. The D/O/O will be leasing the public, P-CF zoned land BCHD site to build a facility that will be Owned and Operated by the private Developer according to materials from BCHD's Investment Banking Firm and Permitting Project Management Consultants.

BCHD is slated to continue spending more than one year's annual operating budget on permitting the project (approximately \$16M).

Attachment: Real Estate Development Chronology

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

Chronology of BCHD Negative Responses to Surrounding Residents

	Baseline 2017	Reference	EIR NOP 2019	FEIR 2021	Pre-CUP 2022
Description	BCHD represented to the CWG that the HLC concept to protect surrounding properties and uses was to buffer the main compound with surface parking and greenspace	All Beryl Heights neighborhood residential homes added together	BCHD proposed the "Great Wall of Redondo" design that was 60-feet tall on the elevated site and built on the north, east and south perimeter of the site, with the pavilion on the west perimeter	BCHD moved the RCFE to the north and east perimeter, removed underground parking, added a parking ramp at Prospect & Diamond, and left the pavilion on the west perimeter	BCHD reduced the height of the RCFE very modestly, all other factors substantially unchanged
Height (above elevated site)	N/A	N/A	60-feet	103-feet	83-feet
Height (above Beryl St)	N/A	30-feet (max)	87-feet	133-feet	109.7-feet
Size (sqft above ground)	N/A	633,500-sqft	729,000-sqft	792,000-sqft	792,000-sqft
Size (sqft below ground)	N/A	N/A	160,000-sqft parking	0 (parking moved to surface ramp)	0 (parking moved to surface ramp)

Chronology of BCHD Negative Responses to Surrounding Residents

2017



60-ft tall / 160,000 sqft underground / 729,000 sqft surface

2019



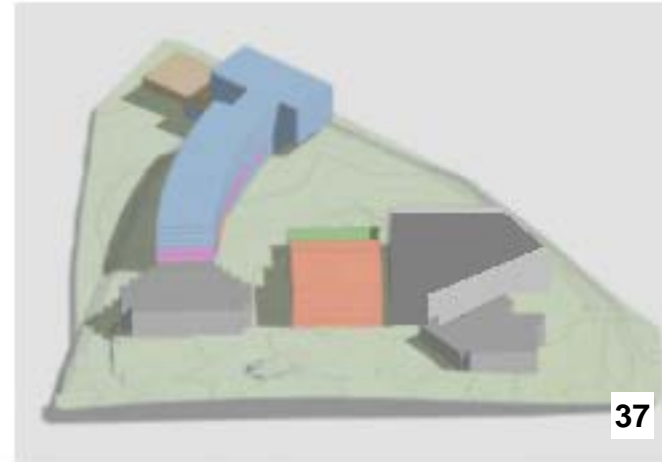
103-ft tall / 0 sqft underground / 792,000 sqft surface

2021



83-ft tall / 0 sqft underground / 792,000 sqft surface

2022



Chronology of BCHD Negative Responses to Surrounding Residents

2017

BCHD Committed to Protect Neighborhoods with Buffer/Setbacks and then Ignored Commitment



60-ft tall / 160,000 sqft underground / 729,000 sqft surface

Proposed Little to No Buffer or Setback

2019



2021

103-ft tall / 0 sqft underground / 792,000 sqft surface

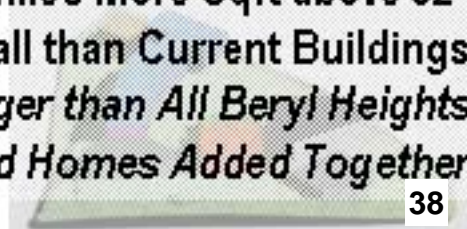
1. Removed Underground Parking
2. Increased Surface SQFT of Buildings
3. Height Increased from 60 to 103-feet



83-ft tall / 0 sqft underground / 792,000 sqft surface

2022

1. Marginal Reduction in Height
2. Phase 1 is 300-Times More Sqft above 52-feet Tall than Current Buildings
3. Phase 2 is 600-Times More Sqft above 52-feet Tall than Current Buildings
4. *Larger than All Beryl Heights Neighborhood Homes Added Together*



From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#); [Michael Webb](#)
Cc: [Al.Muratsuchi@asm.ca.gov](#); [Ben.Allen@sen.ca.gov](#); [HollyJMitchell@bos.lacounty.gov](#)
Subject: Public Comment - Non-agenda Item - BCHD
Date: Wednesday, June 8, 2022 2:04:37 PM
Attachments: [Gmail - RE_CPRA - PACE.pdf](#)

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Mayor, Council, Planning Commissioners, City Attorney:

BCHD asserts there is a need in the District for a 400 person PACE facility, yet, BCHD continues to withhold any documentation of the need. According to the National PACE Association, only 1 in 1000 seniors utilizes PACE, therefore, predicting only 17 PACE participants in the 3 beach cities. 100% of PACE participants must be nursing home certified. Further, 99% of PACE participants are funded by MediCaid/MediCal, a demographic that is less common in the 3 beach cities than in the country or LA county in general. Therefore, PACE has little to no NEED and is therefore of virtually NO VALUE to the 3 beach cities.

Note that BCHD withheld its administrative response to a CPRA for nearly 6 months. There is NO CONTENT in the response, so there is no reason for the delay.

Mark Nelson
Redondo Beach

Attachment, BCHD CPRA non-response



Mark Nelson <menelson@gmail.com>

RE: CPRA - PACE

PRR <PRR@bchd.org>

Wed, Jun 8, 2022 at 1:49 PM

To: "Mark Nelson (Home Gmail)" <menelson@gmail.com>, PRR <PRR@bchd.org>

Mark,

Please see below (in red) for the District's response to your public records request received 1/28/22 that reads:

CPRA REQUEST - Provide all documents demonstrating BCHDs estimate usage of the planned 400 person PACE by zip code.

To the extent that your request seeks records that are not related to final determinations, or to records that have not already been published, such information remains privileged by the District. The District plans to announce the proposed partner for the PACE program this summer/fall.

Below is additional information/context:

Under the Public Records Act ("PRA"), Cal. Gov. Code § 6254 sets forth certain categories of records that have been exempted from the disclosure requirements of the PRA. These exemptions have been enumerated due to concerns regarding the confidentiality and sensitivity of the information contained therein. Additionally, Cal. Gov. Code § 6255 recognizes that not every specific category of records can be detailed in a statute, and instead sets forth a standard under which any record may be exempt from disclosure if "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record." This same balancing-of-interests test is also set forth in the §6254(a) exemption related to preliminary drafts, notes and intra-agency memoranda. One of the important public interests that the California Supreme Court has recognized as exempting documents from disclosure is known as the "deliberative process privilege."

Under the deliberative process privilege, senior officials of all three branches of government are not required to disclose or to be examined concerning the mental processes by which a given decision was reached, as well as the substance of conversations, discussions, debates, deliberations, and like materials reflecting advice, opinions, and recommendations by which government policy is processed and formulated. California courts have recognized three policy bases for the deliberative process privilege: (1) It protects creative debate and candid consideration of alternatives within an agency, (2) it protects the public from the confusion that would result from premature exposure to discussions occurring before the policies affecting it had actually been settled on, and (3) it protects the integrity of the decision-making process itself by confirming that officials should be judged by what they decide, not for matters they considered before making up their minds. Cal. First Amendment Coalition v. Superior Court, 67 Cal. App. 4th 159 (quoting Times Mirror Co. v. Superior Court, 53 Cal. 3d 1325, 1351 [1991], Jordan v. United States Dept. of Justice 591 F.2d 753, 772-773 [D.C. Cir. 1978]). "Courts have been particularly vigilant to protect communications to the decision maker before the decision is made." Times Mirror Co. v. Superior Court, 53 Cal. 3d 1325, 1341 (1991).

Additionally, Cal. Gov. Code § 6254(k) exempts from disclosure records that are otherwise privileged under state law, such as "official information", which is information provided to a government entity on a confidential basis, and "trade

secrets", such as proprietary tools and assessments developed by a third party.

The identified requests seek exactly the type of pre-decisional information that is protected by the deliberative process privilege, such as proposals, analyses, and preliminary reports that may contain internal discussions and recommendations considered by the District prior to reaching final conclusions.

Per the District Notice to you dated March 1, 2022, Re: Notice of Suspension of Document Production, and after the District has notified you in accordance with this Notice that the back-log of your Public Records Requests have been fully processed, if you believe we have not correctly interpreted your request, you may thereafter resubmit your request with a description of the identifiable record or records that you are seeking.

Thank you.

Creating a healthy beach community.

Protect Yourself and Others from COVID-19



Get Vaccinated and Boosted • Upgrade Your Mask • Wash Your Hands • Stay Home and Test When Sick

THE PRECEDING E-MAIL, INCLUDING ANY ATTACHMENTS, CONTAINS INFORMATION THAT MAY BE CONFIDENTIAL, BE PROTECTED BY ATTORNEY CLIENT OR OTHER APPLICABLE PRIVILEGES, OR CONSTITUTE NON-PUBLIC INFORMATION. IT IS INTENDED TO BE CONVEYED ONLY TO THE DESIGNATED RECIPIENT. IF YOU ARE NOT THE INTENDED RECIPIENT OF THIS MESSAGE, PLEASE NOTIFY THE SENDER BY REPLYING TO THIS MESSAGE AND THEN DELETE IT FROM YOUR SYSTEM. USE, DISSEMINATION, DISTRIBUTION, OR REPRODUCTION OF THIS MESSAGE BY UNINTENDED RECIPIENTS IS NOT AUTHORIZED AND MAY BE UNLAWFUL.

From: Mark Nelson (Home Gmail) <menelson@gmail.com>
Sent: Friday, January 28, 2022 12:40 PM
To: PRR <PRR@bchd.org>
Cc: Paul Novak <pnovak@lalafco.org>
Subject: CPRA - PACE

Based on the following facts, use of PACE will be de minimis in the 3 beach cities

1) PACE requires nursing home need certification

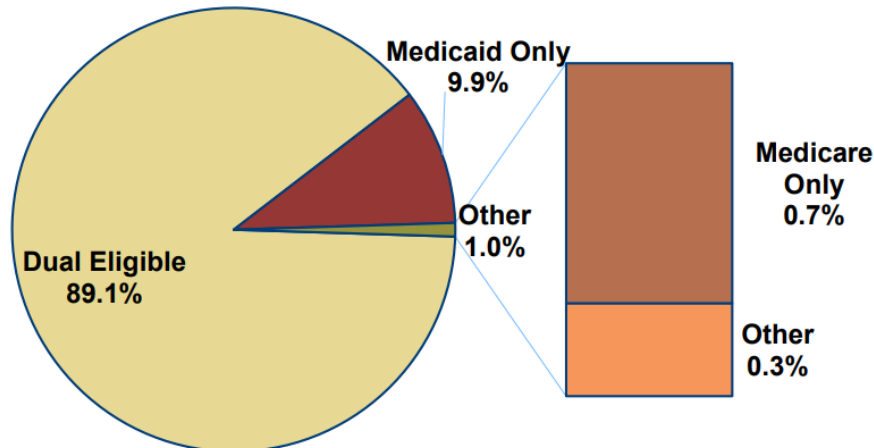
Who can get PACE?

You can have either Medicare or Medicaid, or both, to join PACE. PACE is only available in some states that offer PACE under Medicaid. To qualify for PACE, you must:

- Be 55 or older
- Live in the service area of a PACE organization
- Need a nursing home-level of care (as certified by your state)
- Be able to live safely in the community with help from PACE

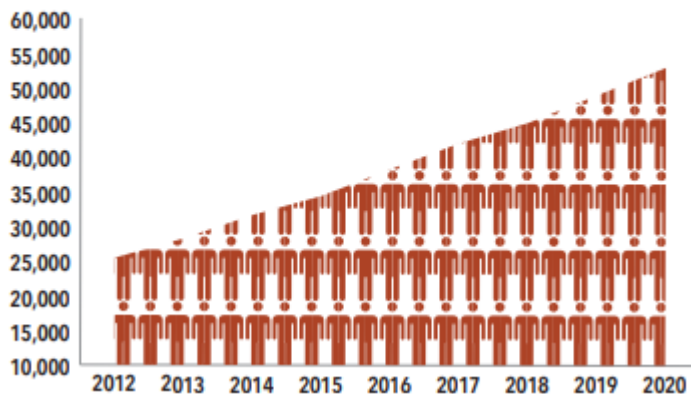
2) Only 1% of participants are cash buyers, 99% have Medicaid for nursing home coverage

99% of PACE enrollees are Medicaid eligible



3. Only 1 in 1000 seniors participates, with a consistent, roughly 10% linear growth rate that doubles every 7 years

PACE ENROLLMENT APPROXIMATELY 55,000



4. PACE is available in the 3 beach cities, there are 16,000 seniors in the 3 beach cities, which implies only 16 participants "IF AND ONLY IF" the 3 beach cities have the same Medicare+Medicaid population fraction as the US, and that is very doubtful, especially for anyone with the asset of a residence.

CPRA REQUEST -

Provide all documents demonstrating BCHDs estimate usage of the planned 400 person PACE by zip code.

From: [Frank Briganti](#)
To: [CityClerk](#)
Subject: Re: BCHD Massive Constructive Long Term Project -AGAINST ANY PERMITS
Date: Sunday, June 12, 2022 1:37:59 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Fro Public Record

CC. Mayor, City Council , City Attorney, Planning Comm, All City Depts

**** NO CONDITIONAL or UNCONDITIONAL PERMITS BE ISSUED***

ALL THE ABOVE PLEASE ADDRESS THE AFFECT OF BCHD PROJECT ON THE ADJACENT
NEIGHBORHOODS (300 HOMES & SCHOOLS(3 SCHOOLS)

1. Endangerment to resident & school children)health !!!
 2. Major Safety regarding major auto traffic cut through paths(homes & schools)
 - 3 + 20 issues already sent to RBC & BCHD * an NOT ADDRESSED?
- Thanks Dr. Frank Briganti

Sent from my iPad

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING June 14, 2022

L.1.

CONTINUED PUBLIC HEARING TO CONSIDER THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

- a. Reconvene the Public Hearing, take testimony;**
- b. Continue the Public Hearing to June 21, 2022; and**
- c. Receive and file Budget Response Reports.**

CONTACT: JENNIFER PAUL, FINANCE DIRECTOR

- Memo to City Manager from Public Works Director
- North Pier Parking Structure 2021 - Condition Assessment Report
- South Pier and Plaza Parking Structure 2021 – Condition Assessment Report
- Letter from South Bay Parkland Conservancy
- Communication from Public Safety Commissioners
- Nine (9) FY2022-23 Budget Response Reports

MEMORANDUM

Date: June 13, 2022

To: Mike Witzansky, City Manager

From: Ted Semaan, Public Works Director

Re: 2021/22 Pier Parking Structures Condition Assessment

As part of the City's ongoing efforts to invest in its infrastructure, the City Council authorized structural assessments of the three waterfront parking structures (North Pier, South Pier, and Plaza Parking Structures) in late 2021 and early 2022. Walker Parking Consultants/Engineers (Walker) was hired to continue work that began in 2012 and has produced two assessment reports, one for the combined waterproofing and structural maintenance assessment of the South Pier Parking Structure and Pier Plaza Parking Structure and the second for the North Pier Parking Structure. The North Pier Parking Structure report was prepared separately because it includes a separate seismic evaluation of the structure in addition to the waterproofing and structural maintenance assessment.

Each report begins with a cover letter / executive summary which identifies various type of deficiencies to be addressed and a recommendation for a budget to address them over a five-year period. The budget for the five-year period is summarized as follows:

South Pier PS / Plaza Parking PS waterproofing & repairs	\$15,150,000
North Pier PS waterproofing & repairs	\$ 1,536,500
North Pier PS seismic improvements (lump sum)	<u>\$ 1,820,000</u>
	\$18,506,600

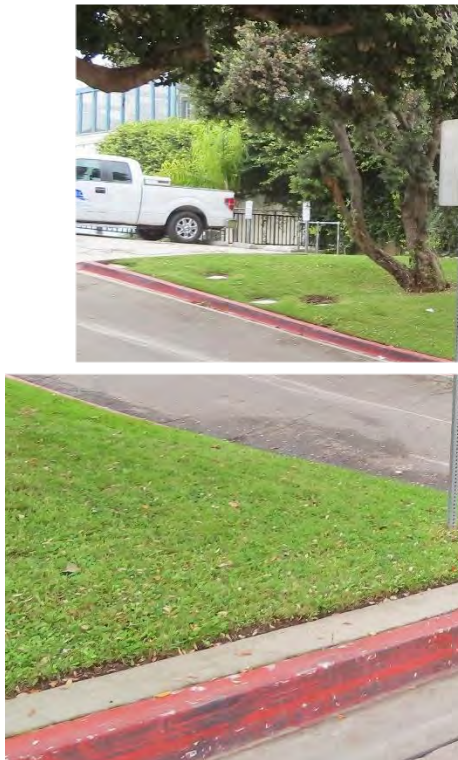
Each report also contains an amortization schedule, reflecting how those costs might be spread over a period of five years for funding consideration. Costs for the first year are summarized as follows:

South Pier PS / Plaza Parking PS waterproofing & repairs	\$ 2,095,000
North Pier PS waterproofing & repairs	\$ 558,000
North Pier PS seismic improvements (lump sum)	<u>\$ 1,820,000</u>
	\$ 4,473,000

The existing CIP has approximately \$110,000 of carryover funding for Pier Parking Structure Improvements. The proposed FY 2022-23 Budget includes a recommendation of an additional \$4,350,000 for the project to fund the first year of recommended waterproofing and repairs, and the seismic retrofit.

Attachments

- Attachment 1 – North Pier Parking Structure 2021 - Condition Assessment Report
- Attachment 2 – South Pier and Plaza Parking Structure 2021 - Condition Assessment Report



BUILDING ENVELOPE
CONSULTING
FORENSIC RESTORATION
PARKING DESIGN
PLANNING

CITY OF REDONDO BEACH NORTH PIER PARKING STRUCTURE 2021-CONDITION ASSESSMENT

CITY OF REDONDO BEACH
Redondo Beach, CA

Prepared for:
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EXECUTIVE SUMMARY

The City of Redondo Beach retained Walker Consultants to carry out a Condition Assessment Update of the three existing parking structures - North Pier, South Pier, and Plaza parking structures, and develop a capital improvement program for the facility. This report only includes the North Pier parking structure. The condition assessment report of South Pier and Plaza parking structures was already issued in December 2021 as a separate report. This report includes an updated condition assessment and an updated seismic evaluation of the North Pier parking structure as requested by the City of Redondo Beach. The condition assessment is intended to provide our professional opinion on the current condition of the structural system and other components, such as waterproofing and drainage, that can affect the service life of the structure. In addition, the assessment identifies any needed maintenance and repairs to the structural system and waterproofing components and provides our recommendations for implementing the work. We evaluated the overall general condition of the structures with visual observations and compared our new findings to the 2012 and 2015 Walker findings.

This report also includes the Tier 1 and 2 seismic evaluations of the North Pier Parking Structure. Tier 1 consisted of completion of appropriate standard checklists of evaluation statements to identify potential deficiencies in a structure based on performance of similar structures in past earthquakes. The outcome of this phase is a list identifying the seismic non-compliant deficiencies that could represent risks to the structure. Tier 1 screening evaluations was used as the basis for Tier 2 seismic evaluation. Tier 2 involved engineering analysis to investigate whether deficiencies identified in Tier 1 require mitigation. The outcome of this phase is a retrofit scheme to mitigate structural seismic deficiencies as described in this report. Our investigation found that the seismic performance of the structure has been fair. The 1992 retrofit efforts improved the lateral load carrying capacity and load transfer paths. There are some deficiencies in the retrofit that allow for discontinuous load transfer. The recommended Base Repairs in the appendix D address improving the seismic performance.

On February 14, 2022, Walker sent a draft of this condition assessment report to the City of Redondo Beach. A 5-year repair program formulated in the draft and in this final report was developed considering the City's available annual budget, maximizing benefits from previous work and repair priority, and maintaining parking structure accessibility and occupancy. Also, the 5-year repair program focuses on immediate repairs as well as the necessary repairs to extend the useful service life of the structure. Based on the City of Redondo Beach's request, as an alternative for City to consider, Walker has also developed an opinion of the probable costs of a Ten-Year repair program for the North Pier parking structure in this final report.

This 2021 report incorporates the 2012 and 2015 Walker reports as a reference. Our 2021 findings indicated that, overall, the parking structures have continued to deteriorate compared to the findings reported in the 2012 and 2015 Walker reports. In general, the 2012 and 2015 Walker recommendations remain unchanged except for areas of structures that have been addressed in the 2017 and 2019 repair programs.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Risk Management repairs are those required to address safety issues and to mitigate potential unsafe conditions from a risk management perspective.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below.
- Remove and replace corroded barrier system on the Pier Level of the parking structure.

SUMMARY OF TYPES OF DEFICIENCIES

Durability and Maintenance

- Soffit slab deterioration and spalls with exposed and corroded reinforcement.

WC PROJECT No. 37-009397.00

June 06, 2022

- Concrete overlay deterioration and delamination.
- Concrete beam deterioration with exposed and corroded reinforcement.
- Concrete column spalling.
- Concrete wall deterioration and delamination.
- Waterproofing system deficiencies.

Seismic

- Thickening of CIP shear walls on Basement and Pier Levels.
- Addition of carbon fiber wrap at precast double tee stems on Village and Pier Level.
- Addition of slab reinforcement at Shear walls.
- Increase concrete cover at CIP columns at Grid line Y.
- Increased thickness of slab at Shear walls (East-West direction)
- Install new drilled piers.
- Install new concrete shear walls at Pier and Basement Level.


We recommend that the City of Redondo Beach perform the base repair program outlined in this report that will correct the observed seismic deficiencies, and durability deterioration and enhance the waterproofing systems to protect the structural slabs and reduce the potential for water infiltration throughout the structures.

We recommend that the City of Redondo Beach budget approximately **\$1,536,500** to maintain the North Pier parking structure over the next five years and budget separately a lump sum **\$1,820,000.00** for recommended seismic structural repairs. The budget costs presented are based on historical data. As a result of the COVID-19 epidemic, prices and schedules have changed. Therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. The actual costs may not be realized until the project is designed and bid by a contractor. Budgeting for capital improvements and work items will help the City of Redondo Beach plan for necessary funding for the recommended work over the next 5 years. This will help maximize the service life of various components of the structures and maintain the structures in good service condition with minimum downtime.

Please see the attached discussion and appendices for a detailed report of our investigation.

Sincerely,

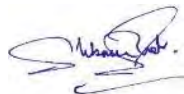
WALKER CONSULTANTS



June 06, 2022

Behnam Arya, PhD, PE
Senior Consultant

Date



June 06, 2022

Khan Sohban
Senior Engineer, PE

Date



June 06, 2022

Hassan Suhail
Project Engineer I

Date

INTRODUCTION

BACKGROUND INFORMATION

Walker Consultants performed a condition assessment for the North Pier parking structures located in Redondo Beach, California. The Walker Consultants staff conducted the onsite investigation of the parking garage on November 10, 2021. The evaluation and report will provide our professional opinion of the overall condition of the parking structures and update the prior 2012, and 2015 Walker's conditional appraisal reports with recommendations for current repair and preventative maintenance needs to maintain the service life for the structure. The City of Redondo Beach has requested Walker to perform a new condition assessment of the parking structure since the last condition assessment of the parking structure was completed more than six years ago. The condition assessment update consisted of a visual survey and documentation of observations. In addition to condition assessment, Walker also updated the Tier 1 and 2 seismic evaluations of the structure that we performed for the structure in 2012. Walker completed a Tier 1 and Tier 2 building screening procedure in 2012 based on the American Society of Civil Engineers (ASCE) standard ASCE 31-03 "Seismic Evaluation of Existing Buildings" published in 2004 which was the nationally recognized standard at the time our investigation. The updated Tier 1 and Tier 2 analyses was performed per the ASCE 41-17, which is the current state-of-the-art and generally accepted standard for seismic evaluation of building structures. The seismic checklist and procedures in ASCE 41-17 have been updated compared to ASCE 31-03. Furthermore, the seismic hazard levels in ASCE 41-17 have changed based on earthquakes that have occurred around the globe since 2004 (when ASCE 31-03 was published).

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted additional testing on the North Pier Parking Structure. Testing primarily consisted of coring of concrete walls to obtain compressive testing as well exploratory opening of concrete walls to check size and placement of steel reinforcement. The results of new concrete testing were used in our seismic evaluation analysis.

Nomenclature

In the summer of 2011, Walker performed a condition assessment of the parking structures. In June 2012, Walker performed a structural analysis of the North Pier parking structure and prepared an Asset Management Plan (AMP), formerly known as Capital Improvement and Protection Program (CIPP), detailing opinions of probable repair costs over ten years for all three structures. The report was submitted to the City in August 2012 and is referred to herein as the 2012 Walker Report. Also, in October 2015 Walker performed a condition assessment update and prepared opinions of probable costs for two timeline scenarios for the parking structures. The report was submitted to the City in January 2016 and is referred to herein as the 2015 Walker Report. Please refer to the reports mentioned above for additional information.

Previous repairs

As requested by the City of Redondo Beach, the 2015 condition assessments proposed three different scenarios of repair with approximate costs for each option. These options were: A limited three (3) year repair and maintenance program; a 10 – 15-year repair and maintenance program; and an option of full replacement of the Pier Parking Structures. Based on our 2015 condition assessment and the cost associated with the proposed

options, the City of Redondo Beach selected the 10 - 15-year repair and maintenance program option. Walker has been awarded several contracts for the development of plans, specifications, and estimates (P, S & E's) to bid the work out to restoration contractors for the Pier Parking Structures. The first round of repairs was performed in 2017 on the South Pier parking structure and the second round of repairs was completed in 2019 on both the South Pier and North Pier structures. It was also conveyed to Walker during our site visits that some repairs were performed on the Plaza Parking Structure as a change order to the previous repair program.

Since 2017, Walker has provided parking structures restoration and maintenance design services for City of Redondo including the following:

- In 2017, the first repair project occurred mainly on the South Pier parking structure, consisting of the removal and replacement of traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial concrete beam repairs mainly on spandrels projecting out on the west end of the garage, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, and a few miscellaneous repairs.
- In 2019, the second repair project occurred, consisting of the installation of new traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial and full depth concrete beam repairs, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, replacement of top-level barrier cables and railing, and some miscellaneous repairs. Most of the repairs primarily focused on the Village level of the North Pier parking structures, and some minor repairs were also carried on the Village level of South Pier parking structure.

OBJECTIVES

The objective of this investigation is to provide updates on the overall condition assessment and the seismic evaluation and provide an opinion of probable cost for the necessary repairs, based on the observed conditions as well as our experience with similar parking structure conditions and repair costs. For this investigation and to meet the objective, we performed the following services:

1. Reviewed previous Condition Appraisal Reports prepared by Walker Consultants, dated August 2012 and October 2015 respectively.
2. Reviewed Owner Review Construction documents and project specifications prepared by Walker Consultants, dated January 2017.
3. Reviewed Construction documents and project specifications prepared by Walker Consultants, dated March 2019.
4. Reviewed existing framing plans of the parking structure to aid in our observations.
5. Conducted a field evaluation of the parking structure to document the current exposed conditions of the structural and waterproofing elements. This consisted of visual observation as well as limited non-destructive testing to review the following elements: floors, columns, beams, walls, ceilings, façade, and other structural elements.
6. Identified potential structural related conditions that require immediate attention.
7. Compiled and reviewed all field data to determine possible causes and effects of the documented deterioration.
8. Performed the Tier 1 screening and Tier 2 analysis for seismic evaluation of the North Pier parking structure.
9. Outlined the repair program requirements for a 5-Year AMP.
10. Provided an opinion of probable cost for implementing the repairs.
11. Phased the work according to priority over a multi-year program to assist with fiscal planning.

12. Prepared the current report with a summary of observations, including photographs depicting the areas noted in the report, findings.

The objective of the 5-year Budget Forecast is to provide the City of Redondo Beach with an asset management tool for planning and budgeting of capital expenses over the next 5 years. The 5-year plan recommends restoration capital improvements and work items for this parking facility so that the Owner can maximize the service life of the structure with the least amount of capital cost.

PARKING STRUCTURE DESCRIPTION

The North Pier Parking Structure was constructed in early 1960's and has experienced nearly 70 years of service life. The parking structure is constructed of precast concrete double tees supported on precast columns, beams, and girders. One of the unique aspects of the pre-cast double tee construction is that the tees are spaced apart to allow for closure pour strips along every tee flange. Based on the drawings received, the exposed upper level is referred to as the Village Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basement Level. The footprint of the structure is 273 feet (north - south) by 123 feet (east - west)

Figure 1 shows an aerial view of the parking structures, and Figures 2 to 4 display the floor plans of the North Pier parking structures. Figures 5 to 8 show overall views of the exterior elevations of the parking structures. Figures 9, and 10 show the recommended locations for traffic coatings. Figure 11 show location of immediate repairs.

Figure 1 – Aerial view of the parking structures (Google Earth Pro)



Figure 4-Village Level Plan, North Pier Parking Structure

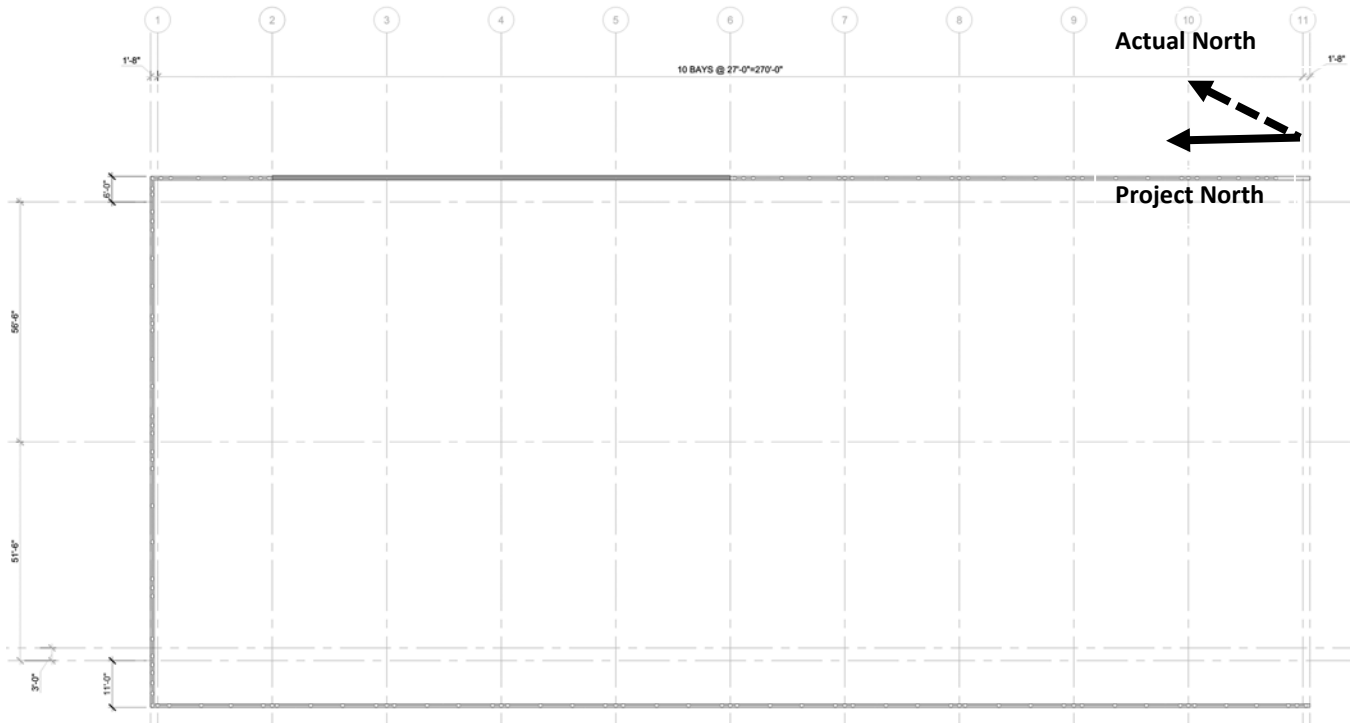


Figure 5- Overview of Village Level, (North Pier Parking Structure) (BA1-219)



Figure 6- Partial North elevation, (North Pier Parking Structure) (SH2-273)



Figure 7- Partial West elevation, (North Pier Parking Structure) (BA1-229)



Figure 8– Partial East elevation, (North Pier Parking Structure) (BA1-282)



RECOMMENDATIONS

Based on our visual observations, we found the North Pier parking structure to be in *fair* condition. The concrete floors, ceilings, walls, and columns had some level of deterioration that needs to be addressed. Our assessment did identify specific locations where localized deterioration is visible in the structure. The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and structural systems on the Village Level of the parking structure.

To improve the parking structure's current condition, we have developed a 5-year repair program for the facility. The 5-year program has an associated Asset Management Plan (AMP). The AMP contains repairs to address the currently deteriorated elements and preventive maintenance to address needs anticipated over the next 5-year period. We recommend that the City of Redondo Beach approximate the budget to implement the program over the next 5 years.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Immediate concerns are defined as items that may reduce pedestrian safety and structural integrity if not completed.

- Remove all loose and delaminated concrete from the slab soffit and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. This work should be performed by either City personnel or private contractors working under the direction of the City of Redondo Beach.
- Remove and replace corroded barrier system posts on the Pier Level. Particularly on the north and west end of the parking structure.

As always, it is appropriate that Operation staff conduct weekly inspections to check that facility for potential hazard such as open spalls or cavities in the concrete floor, loose concrete, etc. and have them remedied immediately to reduce potential risk of incident.

RECOMMENDED BASE REPAIRS: YEARS 1-5

Based on our findings, we recommend implementation of a structured restoration plan, including repairs to structural elements, repairs of deterioration of the slab, repairs to the parking structure waterproofing systems. The recommended restoration program concentrates on repairs to the deteriorated sections of the structure and future protection of its structural components. We recommend implementing the following repairs and maintenance in the next 5 years:

STRUCTURAL ITEMS

- Perform the recommended seismic strengthening recommendations identified in the Seismic evaluation report (Appendix E).
- Repair of all deteriorated concrete slab soffit on the Village and Pier Levels.
- Repair isolated concrete overlay spalls/deterioration on the Pier Level.
- Perform column, beam, and wall repairs in isolated locations on the Pier and Basement Levels.
- Repair of concrete curb at perimeter of parking in isolated locations on the Pier Level.
- Repair cracks in concrete walls, beams, and columns in isolated locations on the Pier and Basement Levels.
- Concrete repairs of the west and east ends of the cantilevered concrete joists.
- Installation of passive galvanic systems in all concrete repairs.

WATERPROOFING WORK ITEM

- Remove existing epoxy-based traffic coating and replace with new urethane traffic membrane on all exposed concrete surfaces on the Pier Level.
- Recoat the existing traffic topping on the Village Level.
- Rout and seal floor cracks on the Pier Level.

MECHANICAL, ELECTRICAL, AND DRAINAGE WORK ITEMS

- Isolated areas of ponding were observed and should be resolved by either cleaning out the existing drain (if present) or installing a supplementary drain.

MISCELLANEOUS ITEMS

- Clean and paint misc. steel members.
- Repaint traffic markings.
- Paint slab soffit, walls, and columns

Figure 9– Proposed new traffic membrane, North Parking Pier Structure – Pier level

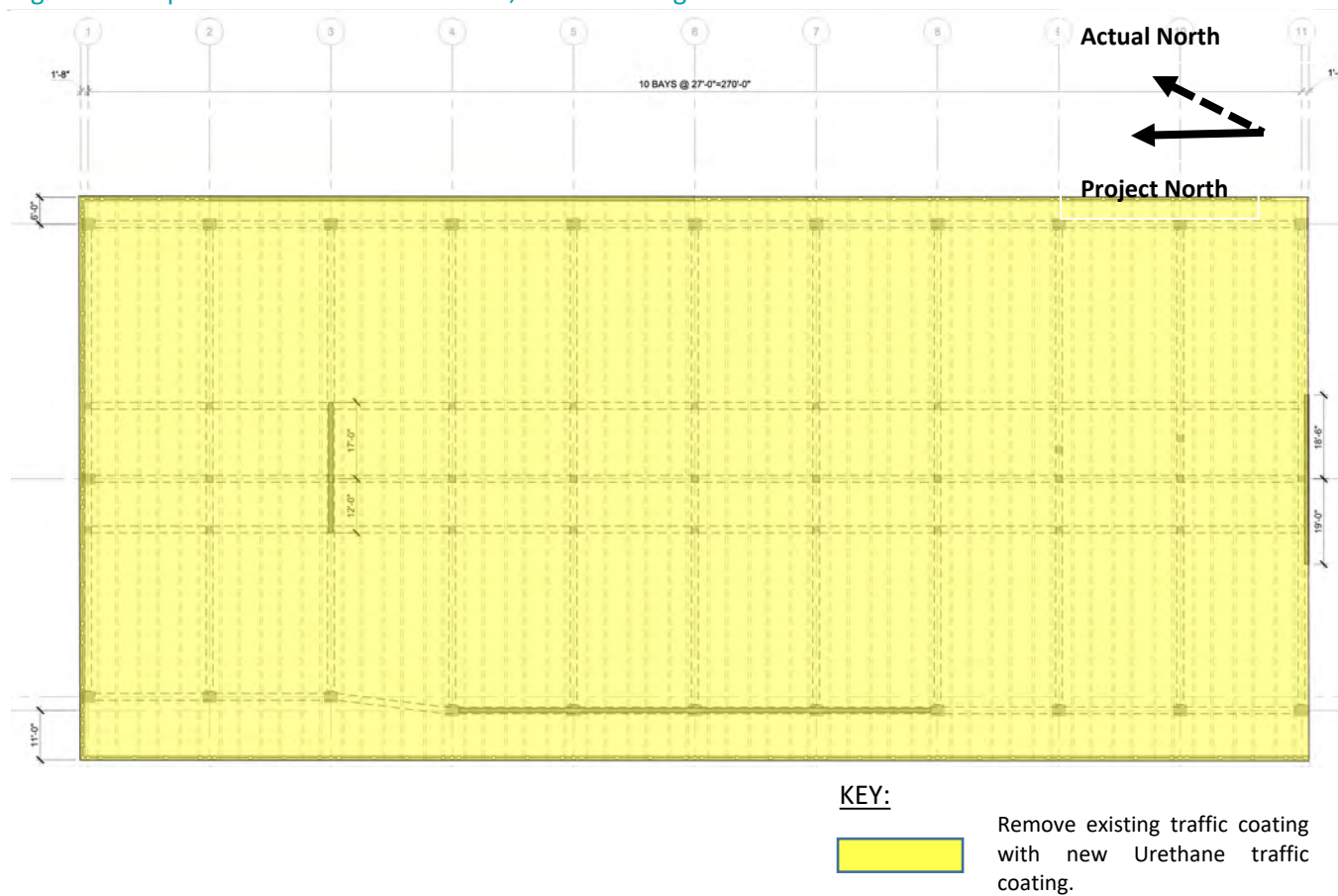


Figure 10– Recoat traffic membrane, North Parking Pier Structure – Village Level

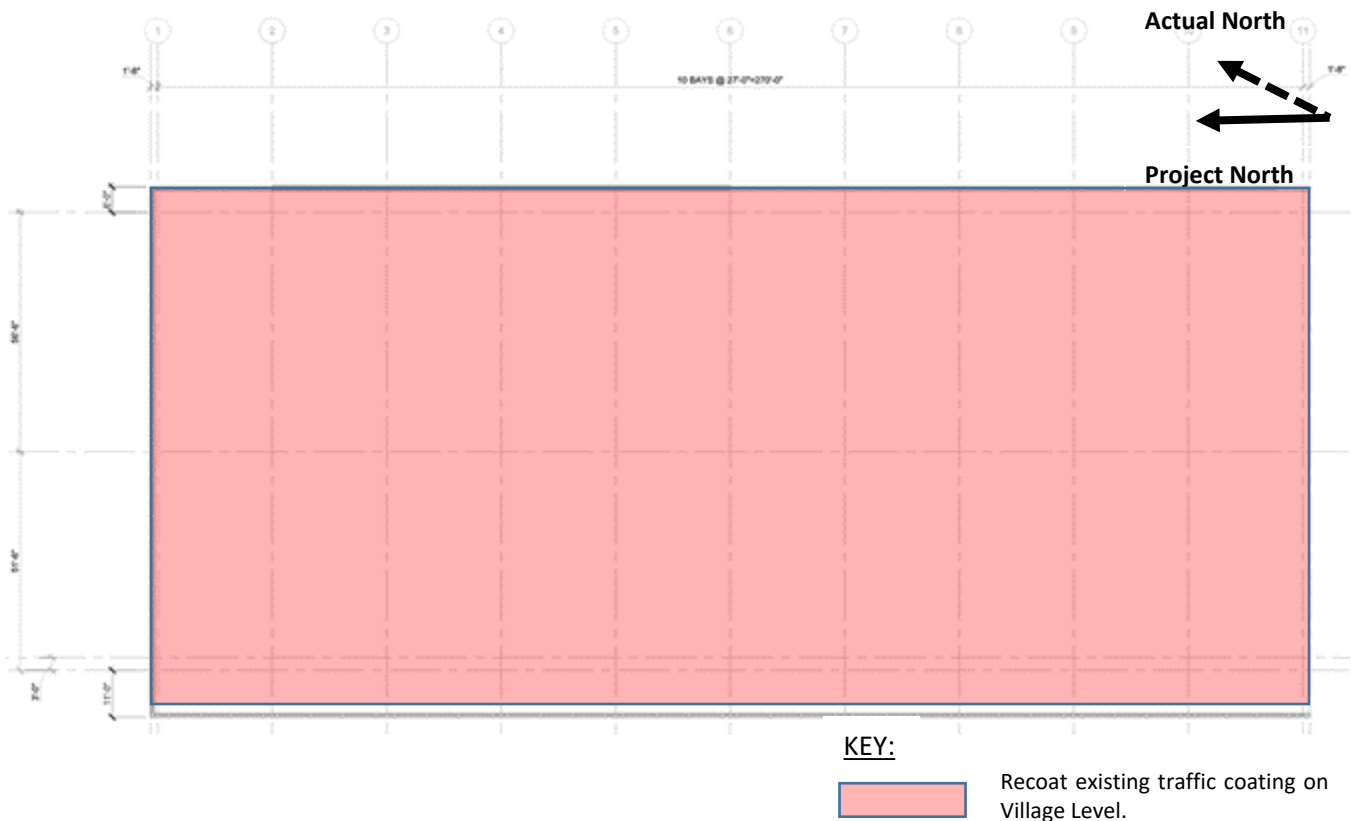
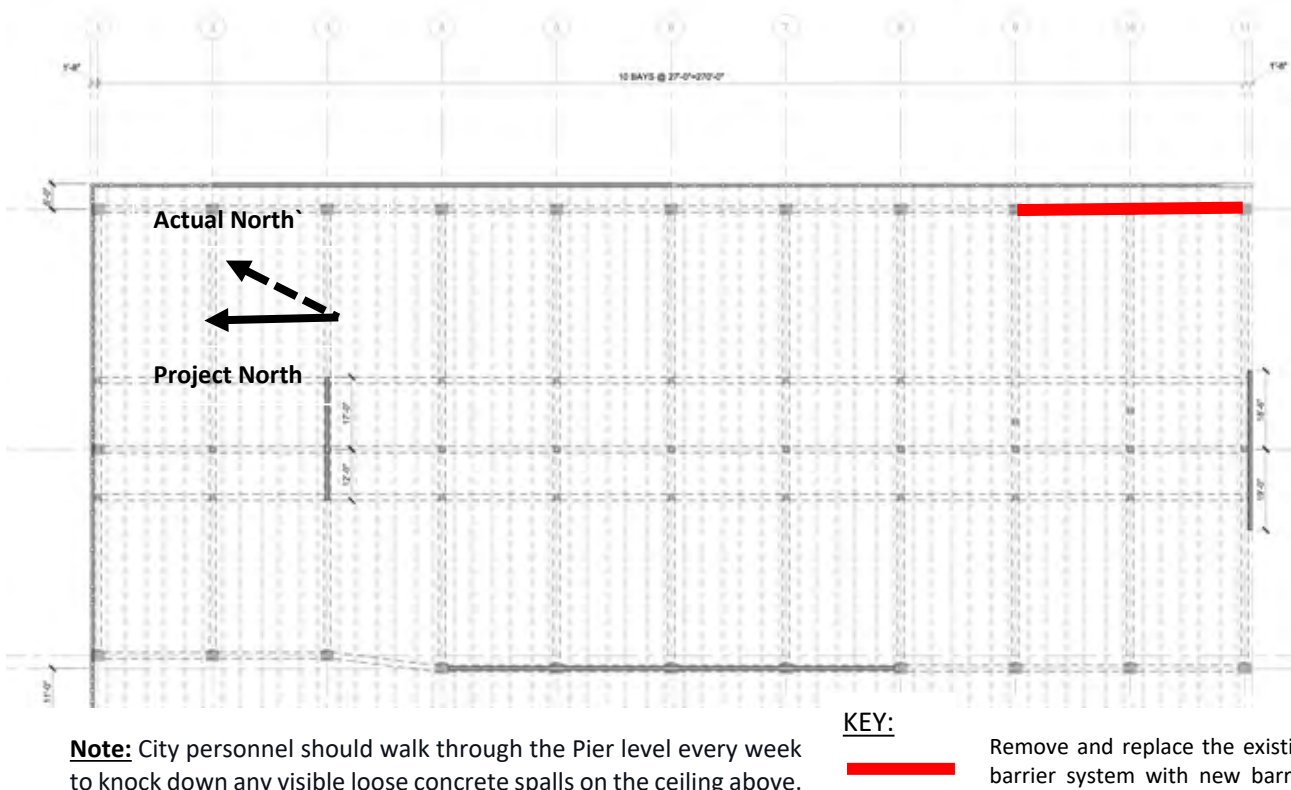


Figure 11– Immediate Repair location, North Parking Pier Structure – Pier Level



FUTURE PREVENTATIVE MAINTENANCE

Maintenance performed on a regular basis will take full advantage of the structural repairs and waterproofing work. Without maintenance, the facility will not see the expected service life from the structure or the repairs and waterproofing. Typical maintenance includes routine sealing of joints, recoating of wall and floor membranes along with periodic concrete repairs.

Funds for maintenance of the garage should be accrued yearly considering the life expectancies of certain elements such as sealants, coatings, floor membranes, concrete repairs, etc. The life expectancies expressed vary depending on workmanship, quality of materials, use and exposure to elements. After all the work is completed, the supported level should be washed down at least twice a year.

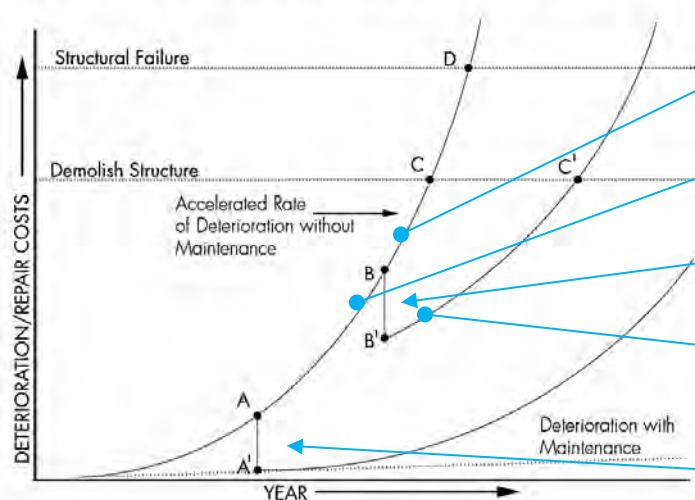
BENEFITS OF TIMELY REMEDIATION

There are many benefits to providing the repair and preventive maintenance program at the earliest feasible time, in addition to the imminent needs of providing the "Immediate Repairs" listed previously.

Long-term delay of repairs significantly increases cost. The cost to repair and maintain this facility will continue to increase at progressively faster rates when deterioration continues as modeled in the following graph. The main benefits from implementing the recommended repairs and waterproofing are:

- Mitigate the infiltration of water and chlorides.
- Maintain the structural capacity and maintain the service life of the structure.
- Cost savings due to avoidance of structural repairs that are more expensive and facility shutdown.
- Higher levels of service to the users of the facility due to fewer days of downtime because of more extensive structural repairs.
- Provides for a greater degree of safety by inhibiting deterioration mechanisms before they have a chance to cause serious harm.
- Long term delay of repairs significantly increases future costs.
- Less noise and disruption both within the garages and the buildings above.

PARKING STRUCTURE DETERIORATION CURVE



NOTE:

1. Points A - D represent stages of accelerated deterioration in parking structures.
2. Structures repaired at point A cost less overall and last longer than structures repaired at point B. (Compare curve A' to B')

"Poor" Garages are between points B and C

"Fair" and "Good" Garages are between points A and B

Short-term repairs (3-5 years) only move curve slightly (B to B1)

Repaired "Fair" and "Good" Garages are between points B1 and C1

Long-term repairs (12 to 20 years) move curve considerably (A to A1)

OPINION OF PROBABLE COSTS

The table below provides our opinion of probable construction costs for the recommended repairs for a Five-Year restoration maintenance program. The costs were developed using pricing from our database obtained from similar type projects competitively bid in the Los Angeles area.

With the development of repair programs such as in this report, contingency funds must be anticipated and included in any budget for repairs to account for concealed, unknown, or unanticipated conditions. For this type of restoration work, we recommend that a 10% contingency be set aside for potential changes due to unknown conditions. This contingency cost is included in the project costs. The cost estimates are based on 1st Quarter 2022 dollars.

According to the American Concrete Institute Committee 362, *“Repairing an existing deteriorated structure involves many unknowns, uncertainties and risks. Especially with regard to repair of chloride caused corrosion damage, the process is considered an extension of the useful life of the deteriorated structure. It is not equivalent to building a new structure with current technology.”*

The cost to perform seismic rehabilitation is not included in Table 1 and should be budgeted separately as a lump sum of **\$1,820,000.00**. Please refer to Table 4 and Appendix D for more information on this cost breakdown.

Table 2, and 3 at the end of this report includes a more detailed cost estimate.

Table 1 - Five-year Repair program—Opinion of Probable Costs

YEAR	BUDGET	NOTES:
2022	\$558,000	
2023	\$773,000	
2024	-	
2025	-	
2026	\$192,000	
Total	\$1,536,500	

- Cost opinions are based on historical data and experience with similar types of work and are based on 2022 prices.
- Actual costs may vary due to time of year, local economy, or other factors.
- Cost opinions do not include costs for phasing, inflation, financing or other owner requirements, or bidding conditions.
- Costs have been increased 3% for inflation each year.
- Cost opinions do not include upgrades if it becomes necessary to bring the structure up to current building code requirements, seismic upgrades, or for ADA or similar items.
- The structure has not been reviewed for the presence of, or subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

NOTE: The budget costs presented are based on historic data. The effects of the COVID-19 pandemic have resulted in changing costs and schedules, therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. Until the project is designed and bid by a contractor the actual costs may not be realized.

Recommended Ten – Year Repair Program (North Pier Parking Structure)

Per City’s request, as an alternative for City to consider, Walker has also developed a Ten-Year repair program for the North Pier parking structure. The opinion costs for the recommended 10- year repair program for the North Pier parking structure is currently **\$ 2,259,000** in 2022 dollar. The recommended North Pier parking structure maintenance and repair budget for the next ten years is shown below in Table 1.1, followed by a detailed breakdown in Table 5.

Table 1.1 - Ten-year Repair program–Opinion of Probable Costs

YEAR	BUDGET
2022	\$558,000
2023	\$464,500
2024	\$400,500
2025	-
2026	\$192,000
2027	-
2028	\$137,500
2029	-
2030	\$323,500
2031	\$183,000
Total	\$2,259,000

IMPLEMENTATION

The outlined repair program can be competitively bid and executed by experienced restoration contractors. The first step in this process is to obtain a quality set of bidding documents prepared by experienced restoration engineers. These documents should be procured to ensure repairs are designed appropriately and quantities are sufficiently estimated to competitively bid the project by restoration contractors.

DISCUSSION

IMMEDIATE REPAIRS - RISK MANAGEMENT

We observed spalled and loose concrete on multiple locations on both – Village and the Pier Level slab soffit of the North Pier parking structure. The loose concrete can get detached and introduce a life safety hazard to pedestrians. Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Walker recommends all supported slabs, beams, columns, and walls to be reviewed on a regular basis by visual means and sounded by hammer tapping along spalls. Any overhead spalled areas found are a potential safety hazard. The City should continue to review areas of potentially loose and cracked concrete and remove them before they become an overhead hazard.

The barrier system on the Village Level has undergone a major renovation as part of the 2019 Repair program. The barrier system on the Village level was in good condition after the renovation. However, the Pier Level perimeter barrier system was not a part of the 2019 Repair program. The existing barrier system has been exposed to ravages of weather and time passage. Peeling of paint and corrosion of steel posts has been observed in many

locations on the barrier system. Replacement of existing corroded steel posts located in the southwest end of the parking structure is recommended.

STRUCTURAL WORK ITEMS

Our primary focus of the condition assessment was to identify and update the 2012 and 2015 Walker findings and accordingly develop updated repair protocols that will keep the structures operational for 10 additional years. Over the last few years, the City of Redondo Beach has invested significantly in the repair and maintenance of the three parking structures – North Pier Parking Structure, South Pier Parking Structure, and Plaza Parking structure. This work has been performed per the Walkers 2012 and 2015 AMPs in order to extend the life of the structures. Refer to Walker's 2012 and 2015 condition appraisal reports for more information on causes attributed to the observed deficiencies.

This updated AMP plan is designed to help the City of Redondo Beach plan for repairs, future maintenance, and improvements for the parking structures. The City of Redondo Beach has implemented a limited portion of work for North Pier Parking structure outlined in Walker's original 2012 and 2015 AMPs, respectively. A reduced scope of work was completed in 2017 and 2019 repair programs to maintain the structure for 10 -15 years while discussions of possible new development that incorporated replacement parking were contemplated. This 5-year AMP forecast builds off the limited work and maintenance repairs completed during the past 10-years and provides the capital improvements required to maintain the structure for the next 10-year program.

The parking structure has remained in operation for almost seven decades and has been subjected to harsh environmental conditions over its service life. Physical structural conditions have led us to believe that the structure is overall in fair condition. The field assessment indicates the structure is undergoing structural deterioration in non-repaired areas, primarily to the underside of the village level concrete slab. Our review of this structure suggests deferred preventative maintenance, and the delay of a comprehensive restoration program has led to the current deterioration conditions. The Installation of traffic coating on the Village level during the 2019 Repair program was a significant step to mitigate the potential for reinforcing steel corrosion. The best way to counteract the remaining corrosion process involves applying an electrochemical treatment. This can be achieved by repairing the sections showing spalling or exposed rebars.

Precast concrete double tees stem, beams, and columns had numerous locations that had deteriorated resulting in cracked and spalled concrete. Moisture laden with chlorides that penetrate the concrete creates a situation where the embedded steel reinforcement begins to corrode. The corrosion of the steel reinforcement creates rust formation on the steel which induces stresses into the surrounding concrete. If the stresses to the concrete exceed the tensile strength capacity of the concrete, a crack will occur which will propagate into a delamination, and ultimately a concrete spall. Deterioration of structural elements of the parking structure shortens the effective service life of the structure and the deterioration of the parking structure will accelerate overtime if left unattended.

The Shear wall is cracked and deteriorated in select locations primarily along the south and east wall of the structure. The walls should also be monitored annually for additional cracking.

Overall, concrete curbs on the pier level are in fair condition with limited cracking and other deterioration related issues.

WATERPROOFING SYSTEMS

The traffic coating on the Pier Level has excessive wearing where the coating has worn into the base coat with some areas worn completely through the coating to the concrete substrate. Given the significant wear down and localized areas of debondment of the coating, we recommend that the coating be removed and replaced with a new traffic coating system. Removing the existing system, instead of recoating over the existing system, prevents

possible issues with bonding a new system to an existing that may have marginal bond in areas. Removal also allows replacement of the existing joint and crack sealants. These sealants are protected by the traffic topping but in areas where the traffic topping has failed the underlying sealant was observed to be cracked and brittle, which may have contributed to the coating failure along the joint and cracks.

The Village Level received a traffic bearing waterproof membrane as part of the 2019 Repair program. The waterproof membrane is in good condition for its age. Typically, these waterproofing systems have a service life of 7-10 years with proper maintenance. The life of the membrane can be extended by applying a re-coat of the top layer of the system. The re-coat procedure requires cleaning of the surface, preparation of worn or damaged areas with base and intermediate coatings and then an application of a full topcoat with aggregate. Therefore, installation of new traffic marking paint is required after installation of the new traffic topping coating. Our cost opinion includes recoating on the Village Level in Year 5; however, we recommend that the condition of the traffic coating be reviewed to determine if recoating is required at that time.

CONCRETE TESTING AND ANALYSIS

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted the following additional testing on the North Pier Parking Structure.

1. Coring of concrete walls to obtain compressive testing
2. Exploratory opening of concrete walls to check size and placement of steel reinforcement

Slater Waterproofing Inc. was engaged to obtain concrete cores and to perform destructive opening on January 12 and 13, 2022 under the direction of Walker staff. Concrete cores were sent to Universal Construction Testing (UCT) for laboratory testing to obtain compressive strength. Details of concrete testing and the lab report prepared by UCT are attached in Appendix B and C, respectively. Ground Penetrating Radar (GPR) was also used on concrete surfaces at test locations prior to destructive opening to locate the embedded rebar and to prevent cutting rebar during the coring process.

SEISMIC EVALUATION

Walker Consultants performed the Tier 1 and 2 seismic evaluations of the North Pier Parking Structure. Walker had completed a Tier 1 and Tier 2 building screening procedure in 2012 based on the American Society of Civil Engineers (ASCE) standard ASCE 31-03 "Seismic Evaluation of Existing Buildings" published in 2004 which was the nationally recognized standard at the time our investigation. The updated Tier 1 and Tier 2 analyses was performed per the ASCE 41-17, which is the current state-of-the-art and generally accepted standard for seismic evaluation of building structures. The seismic checklist and procedures in ASCE 41-17 have been updated compared to ASCE 31-03. Furthermore, the seismic hazard levels in ASCE 41-17 have changed based on earthquakes that have occurred around the globe since 2004 (when ASCE 31-03 was published). Our evaluations found that the seismic performance of the structure has been fair. The 1992 retrofit efforts improved the lateral load carrying capacity and load transfer paths. There are some deficiencies in the retrofit that allow for discontinuous load transfer. The details of our seismic evaluation and our recommended repairs for improving the seismic performance are included in the appendix D.

OBSERVATIONS

On November 10, 2021, Walker Consultants performed a condition assessment of the North Pier Parking Structures. The assessment consisted of a visual review of representative exposed structural elements (columns, beams, walls,) and waterproofing elements (sealants and expansion joints). Our assessment also included chain dragging and hammer sounding of representative areas to identify concrete delaminations and possible corrosion of the embedded steel reinforcement. In addition, a limited visual review of the structures' façade was performed from the Ground level.

The following conditions were noted. The referenced photographs are included in Appendix A.

Village Level

- Typical Village Level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.1 and 1.4).

Pier Level

- Isolated concrete overlay deterioration with exposed reinforcement was observed on the Pier level (Photos 1.5 to 1.6).
- Typical Pier Level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.7 and 1.8).
- Typical beam deterioration with exposed and corroded reinforcement was observed on the Pier Level (Photos 1.9 to 1.11).
- Isolated concrete curb delamination was observed at perimeter and interior of the parking structure (Photos 1.12 to 1.13).
- Typical sections of the perimeter barrier system posts particularly in the west end of the Pier Level are significantly corroded or damaged (Photos 1.14).
- The epoxy-based traffic coating was in poor condition with excessive wearing where the coating has worn into the base coat with some areas worn completely through the coating to the concrete substrate (Photos 1.15).
- Typical corroded steel beam ledge on the Pier Level of the parking structure (Photos 1.16).

Basement Level

- Typical concrete wall delamination and spalling with exposed rebar on the Basement Level (Photos 1.17 and 1.18).
- Typical beam deterioration with exposed and corroded reinforcement was observed on the Basement Level (Photos 1.19 and 1.20).
- Typical wall cracks were also observed on the Basement Level (Photo 1.21).

Exteriors

- Typical signs of rebar corrosion were observed east elevation of the parking structure (Photo 1.22).
- Typical spandrel beam deterioration with exposed and corroded reinforcement was observed on north and east elevations of the parking structure (Photo 1.23 to 1.25).

LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by the City of Redondo Beach (Client). This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations and field survey work. The opinion of probable repair costs is based on available information at the time of our condition appraisal and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the condition appraisal was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represent current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our condition appraisal was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation, or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements. Similarly, we have not reviewed or evaluated the presence of or the subsequent mitigation of hazardous materials, including, but not limited to, asbestos, and PCB. In addition, seismic evaluation of the subject parking structure for compliance with the current building code was not part of the scope of this project.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. The use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. The client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods, and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense, including reasonable attorney's fees incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

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TABLE 2- Executive Summary – 5 Year Budget Forecast

Table CS-1 Combined Structures Executive Summary



WORK DESCRIPTION	TOTAL COST	2022	2023	2024	2025	2026
Work Categories						
General Conditions	\$ 166,000	\$ 61,000	\$ 84,000	\$ -	\$ -	\$ 21,000
Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Structural / Concrte Repairs	\$ 398,000	\$ 398,000	\$ -	\$ -	\$ -	\$ -
Waterproofing	\$ 468,000	\$ -	\$ 336,000	\$ -	\$ -	\$ 132,000
Stair Tower Repair	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -
Mechanical / Electrical / Plumbing	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -
Architectural / Miscellaneous	\$ 136,000	\$ -	\$ 129,000	\$ -	\$ -	\$ 7,000
Life Safety	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -
Contingency 10%	\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Consulting & Engineering Fees	\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Opinion of Annual Budget (Dollars)	\$ 1,536,500	\$ 558,000	\$ 773,000	\$ -	\$ -	\$ 192,000
Opinion of Annual Budget (Adjusted Future Value)	\$ 1,571,000	\$ 558,000	\$ 796,200	\$ -	\$ -	\$ 216,100

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TABLE 3– North Pier Parking Structure– 5 Year Budget Forecast

NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 166,000	\$ 61,000	\$ 84,000	\$ -	\$ -	\$ 21,000
1.1	General Conditions / Mobilization	\$ 166,000	\$ 61,000	\$ 84,000			\$ 21,000
2.00	Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
2.1	Remove and Replace barrier system (South - West Corner)	\$ 6,000	\$ 6,000				
3.00	Structural / Concrete Repairs	\$ 398,000	\$ 398,000	\$ -	\$ -	\$ -	\$ -
3.1	Overhead Ceiling Repair	\$ 225,000	\$ 225,000				
3.2	Concrete Floor Repair - Supported levels	\$ 25,000	\$ 25,000				
3.2a	Overhead Ceiling Repair - PCP	\$ 52,500	\$ 52,500				
3.3	Concrete Wall, Beam, Column Repair (Primarily Beams)	\$ 75,000	\$ 75,000				
3.3a	Concrete Wall, Beam, Column Repair - PCP	\$ 10,500	\$ 10,500				
3.4	Epoxy Injection at concrete beams (Western side)	\$ 10,000	\$ 10,000				
4.00	Waterproofing	\$ 468,000	\$ -	\$ 336,000	\$ -	\$ -	\$ 132,000
4.1	Rout/Seal Cracks	\$ 40,000		\$ 40,000			
4.2	Construction Joint Sealants	\$ 32,000		\$ 32,000			
4.3	Remove and Replace Traffic Coating - Pier Level	\$ 264,000		\$ 264,000			
4.4	Traffic Coating - Recoat - Village Level	\$ 132,000					\$ 132,000
5.00	Stair Tower Repair	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -
5.1	Paint Stairs	\$ 20,000		\$ 20,000			
6.00	Mechanical / Electrical / Plumbing	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -
6.1	Clean Floor Drains and Piping	\$ 5,000		\$ 5,000			
6.2	Electrical Allowance	\$ 35,000		\$ 35,000			
6.3	Mechanical Allowance	\$ 35,000		\$ 35,000			
7.00	Architectural / Miscellaneous	\$ 136,000	\$ -	\$ 129,000	\$ -	\$ -	\$ 7,000
7.1	Paint Misc. Metals and Equipment	\$ 38,000		\$ 38,000			
7.2	Paint Select Soffit/Walls/Columns Locations	\$ 54,000		\$ 54,000			
7.3	Re-Paint Traffic Markings	\$ 14,000		\$ 7,000			\$ 7,000
7.5	Concrete Curb	\$ 30,000		\$ 30,000			
8.00	Risk Management	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -
8.1	Guardrail Post (Barrier Cable) (North and East side on Pier Level)	\$ 13,500		\$ 13,500			
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026
Sub Total		\$ 1,282,500	\$ 465,000	\$ 644,000	\$ -	\$ -	\$ 160,000
Contingency 10%		\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Consulting & Engineering Fees		\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Opinion of Annual Budget (Dollars)		\$ 1,536,500	\$ 558,000	\$ 773,000	\$ -	\$ -	\$ 192,000
Opinion of Annual Budget (Adjusted Future V		\$ 1,571,000	\$ 558,000	\$ 796,200	\$ -	\$ -	\$ 216,100

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TABLE 4—Opinion of Probable Seismic Restoration Repair costs

	Work Item Description	Estimated Cost
1.00	General Conditions	
1.10	Mobilization & General Conditions	\$25,000
2.00	Seismic Structural Repairs	
2.01	Install (24) new drilled piers	\$100,000
2.02	Install (5) new concrete shear walls at Pier and Basement Level	\$500,000
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level	\$30,000
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1	\$25,000
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z	\$30,000
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level	\$25,000
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level	\$25,000
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level	\$25,000
2.09	Thickening of CIP shear walls at line 3 at Basement Level	\$35,000
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level	\$170,000
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level	\$35,000
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level	\$25,000
	Repair Subtotal	\$1,450,000
	Recommended Contingency (10%)	\$145,000
	Engineering Services	\$160,000
	Geotechnical Recommendations on Soil condition at the project site	\$50,000
	Building Survey Elevations	\$15,000
	Project Total	\$1,820,000

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TABLE 5– North Pier Parking Structure– 10 Year Budget Forecast

NO.	WORK DESCRIPTION	10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
1.00	General Conditions	\$ 246,500	\$ 61,000	\$ 50,500	\$ 43,500	\$ -	\$ 21,000	\$ -	\$ 15,000	\$ -	\$ 35,500	\$ 20,000
1.1	General Conditions / Mobilization	\$ 246,500	61,000	50,500	43,500		21,000		15,000		35,500	20,000
2.00	Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.1	Remove and Replace barrier system (South - West Corner)	\$ 6,000	\$ 6,000									
3.00	Structural / Concrete Repairs	\$ 556,500	\$ 398,000	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ 99,500	\$ -	\$ -	\$ -
3.1	Overhead Ceiling Repair	\$ 345,000	\$ 225,000		\$ 45,000				\$ 75,000			
3.2	Concrete Floor Repair - Supported levels	\$ 25,000	\$ 25,000									
3.2a	Overhead Ceiling Repair - PCP	\$ 80,500	\$ 52,500		\$ 10,500				\$ 17,500			
3.3	Concrete Wall, Beam, Column Repair (Primarily Beams)	\$ 75,000	\$ 75,000									
3.3a	Concrete Wall, Beam, Column Repair - PCP	\$ 21,000	\$ 10,500		\$ 3,500				\$ 7,000			
3.4	Epoxy injection at concrete beams (Western side)	\$ 10,000	\$ 10,000									
4.00	Waterproofing	\$ 732,000	\$ -	\$ 204,000	\$ 132,000	\$ -	\$ 132,000	\$ -	\$ -	\$ -	\$ 132,000	\$ 132,000
4.1	Rout/Seal Cracks	\$ 40,000		\$ 40,000								
4.2	Construction Joint Sealants	\$ 32,000		\$ 32,000								
4.3	Remove and Replace Traffic Coating - Pier Level	\$ 396,000		\$ 132,000	\$ 132,000						\$ 132,000	
4.4	Traffic Coating - Recoat - Village Level	\$ 264,000					\$ 132,000					\$ 132,000
5.00	Stair Tower Repair	\$ 40,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -
5.1	Paint Stairs	\$ 40,000		\$ 20,000							\$ 20,000	
6.00	Mechanical / Electrical / Plumbing	\$ 150,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -
6.1	Clean Floor Drains and Piping	\$ 10,000		\$ 5,000							\$ 5,000	
6.2	Electrical Allowance	\$ 70,000		\$ 35,000							\$ 35,000	
6.3	Mechanical Allowance	\$ 70,000		\$ 35,000							\$ 35,000	
7.00	Architectural / Miscellaneous	\$ 150,000	\$ -	\$ 37,000	\$ 99,000	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ 7,000	\$ -
7.1	Paint Misc. Metals and Equipment	\$ 38,000			\$ 38,000							
7.2	Paint Select Soffit/Walls/Columns Locations	\$ 54,000			\$ 54,000							
7.3	Re-Paint Traffic Markings	\$ 28,000		\$ 7,000	\$ 7,000		\$ 7,000				\$ 7,000	
7.5	Concrete Curb	\$ 30,000		\$ 30,000								
8.00	Risk Management	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8.1	Guardrail Post (Barrier Cable) (North and East side on Pier Level)	\$ 13,500		\$ 13,500								
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Sub Total		\$ 1,894,500	\$ 465,000	\$ 386,500	\$ 333,500	\$ -	\$ 160,000	\$ -	\$ 114,500	\$ -	\$ 269,500	\$ 152,000
Contingency 10%		\$ 189,000	\$ 46,500	\$ 39,000	\$ 33,500	\$ -	\$ 16,000	\$ -	\$ 11,500	\$ -	\$ 27,000	\$ 15,500
Consulting & Engineering Fees		\$ 189,000	\$ 46,500	\$ 39,000	\$ 33,500	\$ -	\$ 16,000	\$ -	\$ 11,500	\$ -	\$ 27,000	\$ 15,500
Opinion of Annual Budget (Dollars)		\$ 2,272,500	\$ 558,000	\$ 464,500	\$ 400,500	\$ -	\$ 192,000	\$ -	\$ 137,500	\$ -	\$ 323,500	\$ 183,000
Opinion of Annual Budget (Adjusted Future V		\$ 2,491,000	\$ 558,000	\$ 478,500	\$ 424,900	\$ -	\$ 216,100	\$ -	\$ 164,200	\$ -	\$ 409,900	\$ 238,800



A PHOTOGRAPHS

1.NORTH PIER PARKING STRUCTURE

Photo 1.1- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-79)



Photo 1.2- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-87)



Photo 1.3- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-96)



Photo 1.4- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-98)



Photo 1.5- Concrete floor delamination, Pier Level (SH3-229)



Photo 1.6- Concrete delamination with exposed rebar, Pier Level (SH3-206)



Photo 1.7- Soffit slab deterioration and spall with exposed reinforcement, Pier Level (SH3-312)



Photo 1.8- Soffit slab deterioration and spall, Pier Level (SH3-267)



Photo 1.9- Concrete beam spalls with exposed reinforcement, Pier Level (SH3-31)



Photo 1.10- Concrete beam spall, Pier Level (SH3-201)



Photo 1.11- Concrete beam spall, Pier Level (SH3-197)



Photo 1.12- Concrete curb spall, Pier Level (SH3-35)



Photo 1.13- Concrete curb spall, Pier Level (SH3-189)



Photo 1.14- Corroded barrier post, Pier Level (SH3-192)



Photo 1.15- Compromised traffic coating, Pier Level (SH3-211)



Photo 1.16- Corroded beam ledge, Pier Level (SH3-136)



Photo 1.17- Exposed rebar on wall, Basement Level (SH3-308)



Photo 1.18- Exposed rebar on wall, Basement Level (SH3-308)



Photo 1.19- Concrete beam spall with exposed rebar, Basement level (SH3-303)



Photo 1.20- Concrete beam spall, Basement Level (SH3-271)



Photo 1.21- Concrete wall crack, Basement Level (SH3-256)

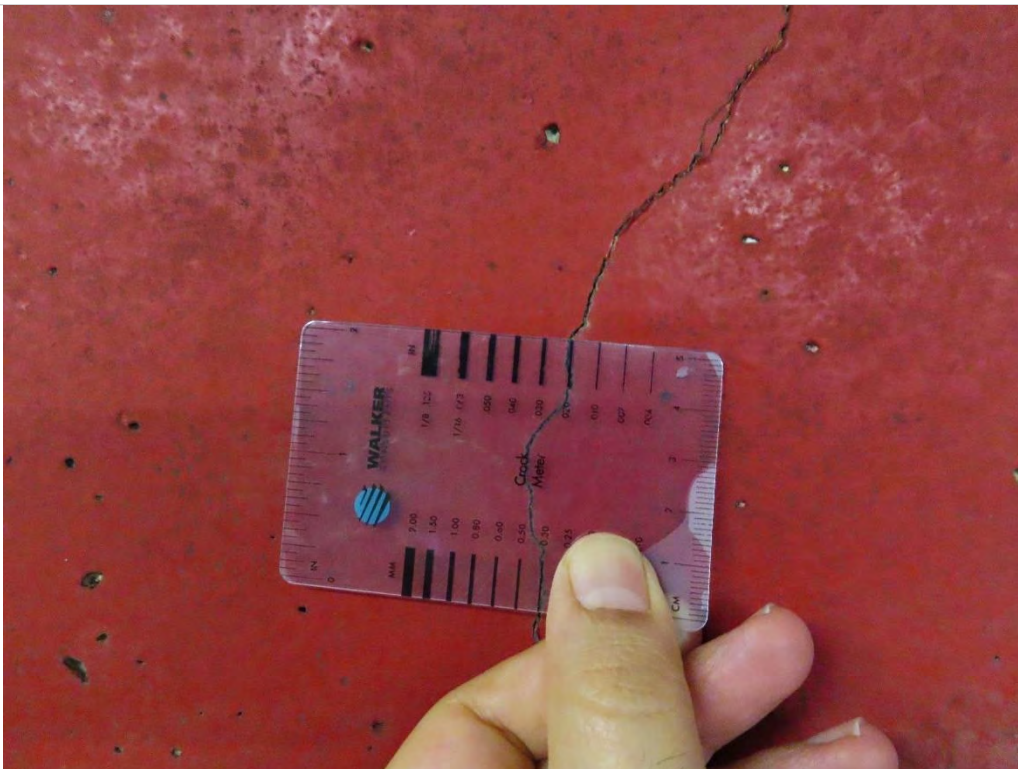


Photo 1.22 - Visual signs of rebar corrosion, Exterior - West elevation (SH2-343)



Photo 1.23- Concrete spandrel beam spall with exposed rebar, Exterior - North elevation (SH2-356)



Photo 1.24- Concrete spandrel beam spall with exposed rebar, Exterior – North-east elevation (SH2-362)



Photo 1.25- Concrete cantilever spandrel beam exposed rebar, Exterior – East elevation (SH2-372)





B MATERIAL TESTING

CONCRETE TESTING AND ANALYSIS

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted the following additional testing on the North Pier Parking Structure.

1. Coring of concrete walls to obtain compressive testing
2. Exploratory opening of concrete walls to check size and placement of steel reinforcement

Slater Waterproofing Inc. was engaged to obtain concrete cores and to perform destructive opening on January 12 and 13, 2022 under the direction of Walker staff. Concrete cores were sent to Universal Construction Testing (UCT) for laboratory testing to obtain compressive strength. The lab report prepared by UCT is attached in Appendix C. Ground Penetrating Radar (GPR) was also used on concrete surfaces at test locations prior to destructive opening to locate the embedded rebar and to prevent cutting rebar during the coring process.

COMPRESSIVE STRENGTH

As stated previously, the North Pier Parking Structure was built around 1962. Due to the age of the structure, the original plans were not available for our review. However, we have received a set of as-built plans for the 1992 seismic retrofit of the structure prepared by Theodore E. Anvick (Structural Consulting Engineer) which was dated October 1, 1992. While these plans have adequate information on the added retrofit concrete elements, they do not have any information on the original concrete walls of the structure. Therefore, Walker concrete coring was focused on the original walls of the building. Overall, 15 concrete cores were obtained of which 11 cores were taken from the original concrete walls in the Basement. We also obtained 4 cores from the added concrete walls in 1992 to compare with the compressive strength specified in the 1992 structural drawing. Concrete strength is known to increase with time. An increased concrete strength (expected value) will enhance the wall capacity in resisting earthquake loads and can reduce the extent of the retrofit scheme that might be required to add to the structure for complying with the current seismic standard.

Locations of concrete cores are shown in Figures 2.1 and 2.2. The compressive strength of the selected structural members is shown in Table 1. These compressive strengths were used in our Tier 2 seismic evaluation. Typical photos of coring are shown in photos 2.1 through 2.9.

Compressive strength testing was performed in general conformance with ASTM C 39.

Table 1 – Summary of Compressive Strength Test Results

Core #	Parking Level	Location	Wall Type	Compressive Strength psi
1	Basement	West Wall	Original Construction - 1962	6440
2	Basement	West Wall	Original Construction - 1962	5590
3	Basement	West Wall	Original Construction - 1962	8530
4	Basement	Kitchen Wall (E-W)	Original Construction - 1962	6730
5	Basement	Kitchen Wall (E-W)	Original Construction - 1962	6600
6	Basement	Kitchen Wall (E-W)	Original Construction - 1962	5400
7	Basement	Kitchen Wall (E-W)	Original Construction - 1962	5090
8	Basement	West Wall	Original Construction - 1962	5960
9	Basement	West Wall	Original Construction - 1962	8630
10	Basement	South Wall	Original Construction - 1962	7330
11	Basement	South Wall	Original Construction - 1962	5440
12	Basement	South Wall	Retrofit Wall - 1992	6210
13	Basement	South Wall	Retrofit Wall - 1992	8620
14	Pier	South Wall	Retrofit Wall - 1992	7010
15	Pier	South Wall	Retrofit Wall - 1992	7880

EXPLORATORY OPENING OF CONCRETE WALLS

We also performed destructive testing to expose the steel reinforcement in the concrete walls for measuring bar sizes and spacings. Overall, we exposed steel reinforcement at 8 locations on the walls of which 5 were on the original concrete walls in the Basement. We also exposed 3 locations on the second floor retrofit waffle walls to check the presence of confinement steel in the wall diagonal members. Locations of destructive openings are shown in Figures 2.1 and 2.2. Steel reinforcement sizes and spacings measured during testing are shown in Table 2 and Figures 2.3 and 2.4. During our investigation of the wall opening, we did not observe any significant sign of rusting and deterioration on the exposed bars. Wall steel reinforcement were generally in good condition. We

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also performed GPR on two of the 1992 retrofit walls at the south end of the parking structure. GPR readings showed that the rebar spacing in these walls generally conform with spacing specified in the 1992 retrofit drawings. Rebar sizes and spacings listed in Table 2 were used in our Tier 2 seismic evaluation. Photos 2.10 – 2.17 show typical reinforcement observed at some of the destructive wall openings.

Table 2 – Summary of Reinforcement Found at Destructive Opening Locations

DT#	Level	Location	Wall Type	Gridlines	Approximate Dimensions of opening	Wall Thickness Measured (in)	Steel Reinforcement Found at Destructive Opening	Notes
1	Basement	West Wal (N-S)	Original Construction - 1962	X1-3.0	Circular (3" Diam. x 3.5" Depth)	8	Ver: #6 @ 6" O.C. Hor: #5 @ 18" O.C	One Layer rebar was found at the middle of the wall thickness
2	Basement	West Wall (N-S)	Original Construction - 1962	X-10.2	2 Squares of 4" x 4"	8	Ver: #6 @ 6" O.C. Hor: #5 @ 18" O.C.	One Layer rebar was found at the middle of the wall thickness
3	Basement	South Wall (E-W)	Original Construction - 1962	11-X.8	2" x 29"	10	Ver: #6 @ 12" O.C. - 2" Cover Hor: #4 @ 18.5" O.C. - 2.75" Cover	Two Layer rebar was found (one at each face)
4	Basement	Kitchen Wall (E-W)	Original Construction - 1962	3-Y.3	2 Squares of 4" x 6" & 4" x 11"	24	Ver. Bar in the Field of Wall: #4 @ 18" O.C. - 3.125" Cover Ver. Bar at Jamb: #10 @ 6" - 3.5" Cover Hor: #4 @ 12" O.C. - 2.75" Cover - 2.5" Cover	Vertical Jamb Steel: 9 #10 bars (3 layers of 3 #10)
5	Basement	Kitchen Wall (E-W)	Original Construction - 1962	3-Y.9	1 Square of 5" x 5"	24	Ver: Inconclusive for vertical due to access and interference from pie when using GPR. Hor: #4 @ 12" O.C. - 2.75" Cover - 2.5" Cover	Use the same reinforcement found in the other kitchen wall
6	Pier	North Wall (E-W)	Retrofit Waffle Wall - 1992	3-Y.2	4" x 17"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members - Cover 3.5" No confinement bar was found	Bar was coated
7	Pier	North Wall (E-W)	Retrofit Waffle Wall - 1992	3-X.8	6" x 24"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members - Cover 2.5" No confinement bar was found	Bar was coated
8	Pier	West Wall (N-S)	Retrofit Waffle Wall - 1992	X-4.2	8" x 24"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members- Cover 2.5" No confinement bar was found	Bar was coated

2. CONCRETE TESTING PHOTOS

Photo 2.1- Detecting wall steel reinforcement using GPR, West Wall, 1962 Construction - Basement (BA2-9)



Photo 2.2- Detecting waffle wall steel reinforcement using GPR, East Wall, 1992 Retrofit – Pier Level (BA2-12)



Photo 2.3- Wall steel reinforcement detected using GPR, only longitudinal bar was found, No confinement bar was present, East Wall, 1992 Retrofit – Pier Level (BA2-197)



Photo 2.4- Wall steel reinforcement detected by GPR, South Wall Gridline 11, 1962 Construction - Basement (BA2-128)



Photo 2.5- Concrete coring, West Wall, 1962 Construction - Basement (BA2-33)



Photo 2.6- Concrete coring, West Wall, 1962 Construction - Basement (BA2-78)



Photo 2.7- Concrete coring, Kitchen wall at gridline 3, 1962 Construction - Basement (BA2-102)



Photo 2.8- Concrete coring, Kitchen wall at gridline 3, 1962 Construction - Basement (BA2-96)



Photo 2.9- Typical concrete core, 3" diameter by 6" length, kitchen wall on gridline 3, 1962 Construction - Basement (BA2-224 and 226)



Photo 2.10—Destructive wall location (DT3), South wall, 1962 Construction - Basement (BA2-404)



Photo 2.11—Destructive wall location (DT4), Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-568)



Photo 2.12- Opening of diagonal members on waffle wall, Only # 6 longitudinal bar was found, No confinement bar was present, 1992 Retrofit Wall on Gridline 3— Pier Level (BA2-161)



Photo 2.13- Opening of diagonal members on waffle wall, Only # 6 longitudinal bar was found, No confinement bar was present, 1992 Retrofit Wall on Gridline 3— Pier Level (BA2-178)



Photo 2.14— Vertical rebar placement at destructive location (DT3), South wall, 1962 Construction - Basement (BA2-409)



Photo 2.15— Horizontal #4 bar found at the wall destructive opening location DT3, South wall, 1962 Construction - Basement (BA2-344)



Photo 2.16— Vertical #10 bar found at wall jamb, destructive opening location DT4, Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-580)



Photo 2.17— Vertical bar concrete cover measurement at wall jamb, destructive opening location DT4, Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-594)



CONCRETE TESTING FIGURES

Figure 2.1 Locations of Concrete Coring and Exploratory Concrete Openings – Basement Level

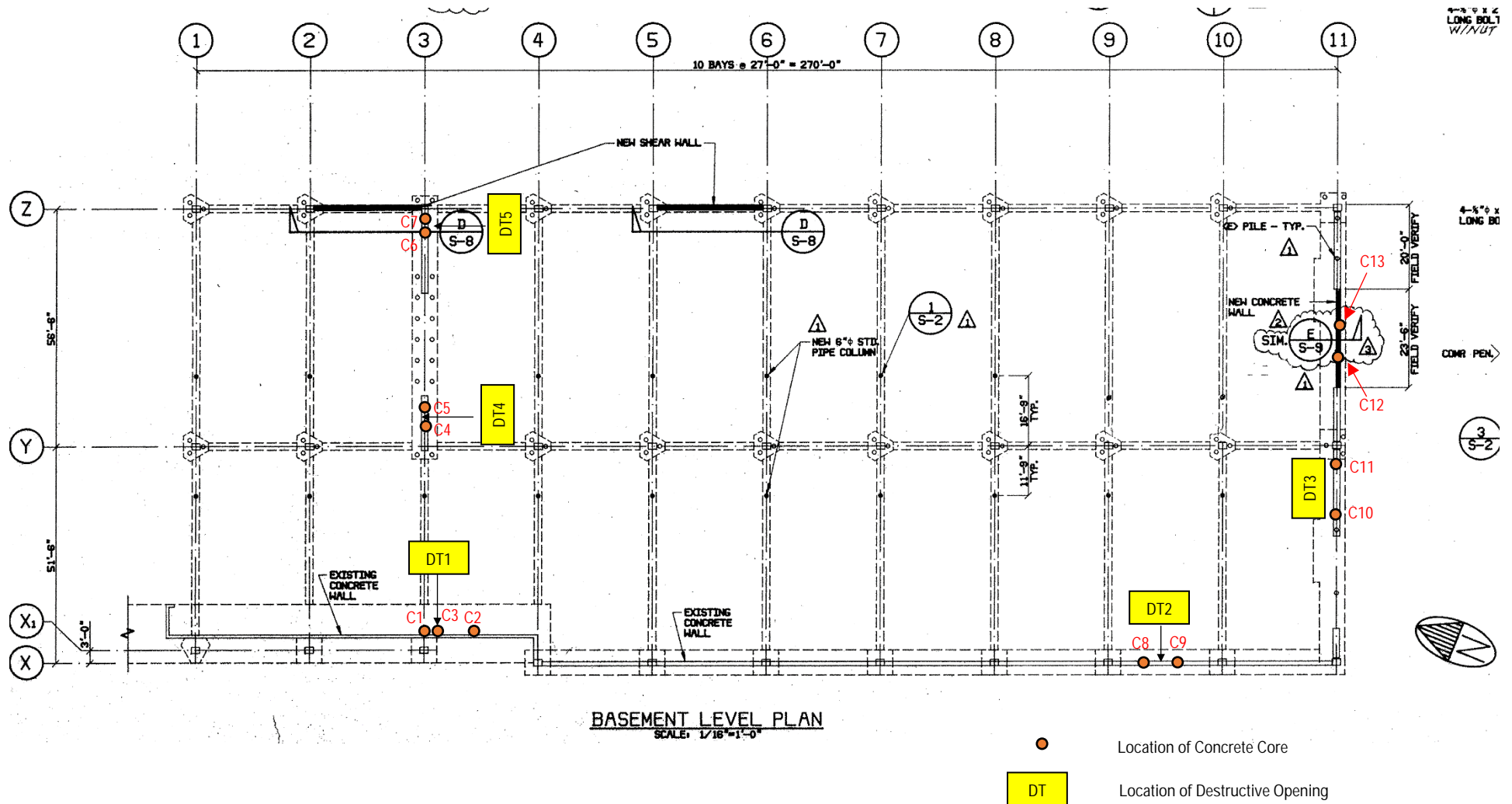
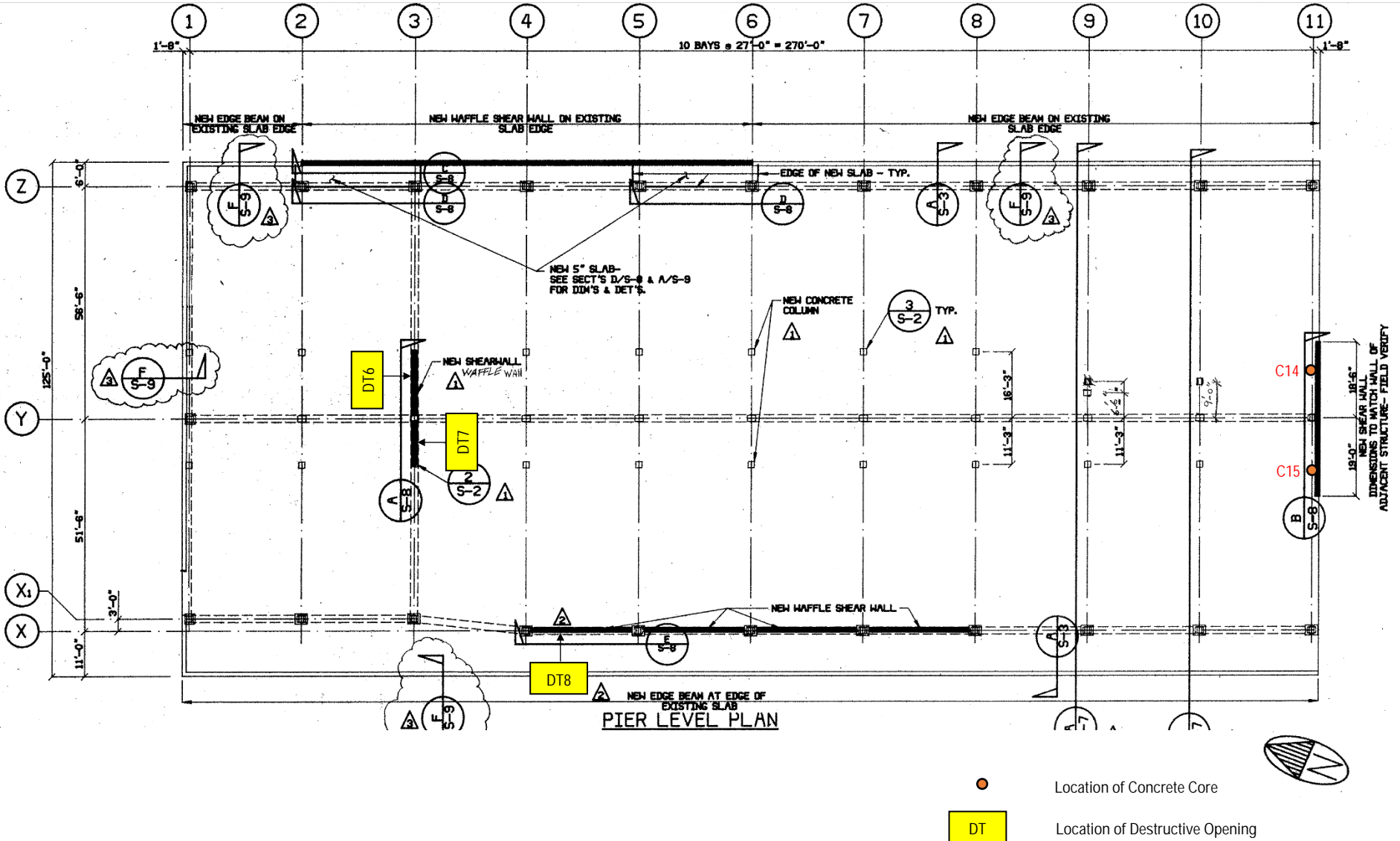
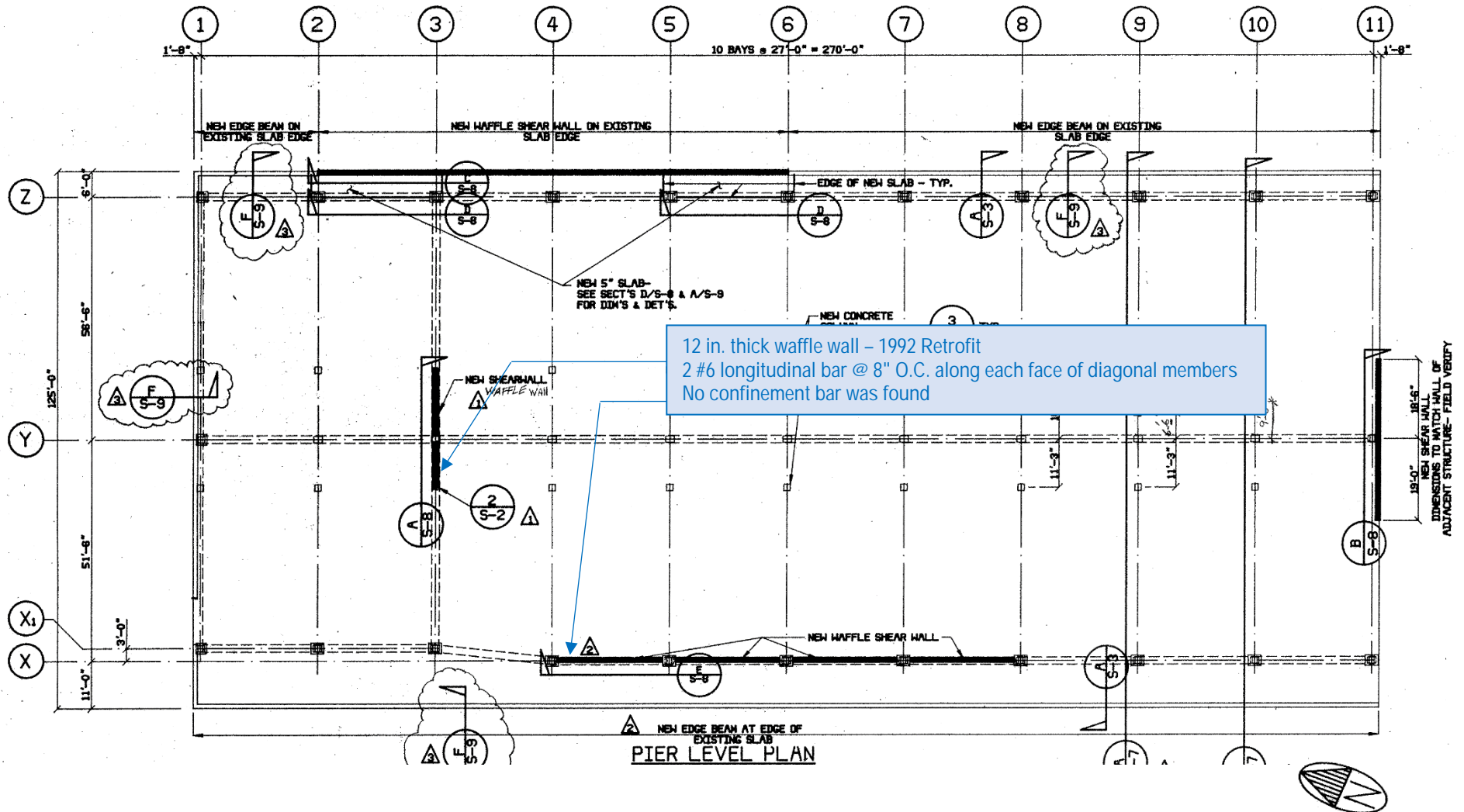


Figure 2.2 Locations of Concrete Coring and Exploratory Concrete Openings – Pier Level



[illegible]

Figure 2.4 Steel reinforcement found at wall destructive openings – Pier Level





C UTC REPORT



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Mr. Behnam Arya, PhD, PE
Walker Consultants
707 Wilshire Blvd, Suite 3650
Los Angeles, CA 90017
PH: 213.335.5191

barya@walkerconsultants.com

Re: Compressive Strength of Concrete Core samples
City of Redondo Beach
North Pier Parking Structure
180 Coral Way,
Redondo Beach, CA 90277
Walker Consultants Project No. 37.009397.00

Dear Mr. Arya:

Enclosed please find the results of the compression strength of the fifteen (15) core samples delivered to our laboratories, that were reportedly extracted from the referenced structure and delivered to our laboratories on January 24, 2022.

The **compressive strength** was determined according to the applicable provisions of ASTM C39 "Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens".

The concrete cores were identified by others.

The obtained test results are compiled below in Table 1.

We appreciate the opportunity to be of continued service to you.
Sincerely yours,

UCT Group LLC

Elena I. Emerson
Operations Manager

PROJECT NUMBER:	22006	PAGE 1
PROJECT NAME:	City of Redondo Beach – Compressive Strength- Final Report	
DATE:	02.08.2022	

Table 1. Compressive Strength of Concrete Core Samples
 (ASTM C 39)

Core ID	Location	Tested Height L (in)	Diam. D (in)	L/D Ratio K	Total Load (lbs)	Compressive Strength (psi)	Corrected Compressive Strength (psi)
1	Basement, West Wall, Gridlines X1-3.0	5.47	2.75	$\frac{1.99}{1.00}$	38,260	6,440	6,440
2	Basement, West Wall, Gridlines X1-3.5	4.51	2.75	$\frac{1.64}{1.00}$	34,230	5,760	5,590
3	Basement, West Wall, Gridlines X1-3.0	3.25	2.75	$\frac{1.18}{0.92}$	55,060	9,270	8,530
4	Basement, Kitchen Wall (E-W), Gridlines 3-Y.2	3.48	2.75	$\frac{1.27}{0.93}$	43,020	7,240	6,730
5	Basement, Kitchen Wall (E-W), Gridlines 3-Y.4	5.41	2.75	$\frac{1.97}{1.00}$	39,230	6,600	6,600
6	Basement, Kitchen Wall (E-W), Gridlines 3-Y.8	5.47	2.75	$\frac{1.99}{1.00}$	32,060	5,400	5,400
7	Basement, Kitchen Wall (E-W), Gridlines 3-Y.9	5.48	2.75	$\frac{1.99}{1.00}$	30,260	5,090	5,090
8	Basement, West Wall, Gridlines X2-10.2	5.48	2.75	$\frac{1.99}{1.00}$	35,410	5,960	5,960
9	Basement, West Wall, Gridlines X2-10.4	5.18	2.75	$\frac{1.88}{1.00}$	51,290	8,630	8,630
10	Basement, South Wall, Gridlines 11-X.8	5.40	2.75	$\frac{1.96}{1.00}$	43,540	7,330	7,330
11	Basement, South Wall, Gridlines 11-X.9	5.39	2.75	$\frac{1.96}{1.00}$	32,320	5,440	5,440
12	Basement, South Wall, Gridlines 11-Y.4	5.48	2.75	$\frac{1.99}{1.00}$	36,890	6,210	6,210
13	Basement, South Wall, Gridlines 11-Y.5	5.41	2.75	$\frac{1.97}{1.00}$	51,200	8,620	8,620
14	Pier, South Wall, gridlines 11-Y.8	5.43	2.75	$\frac{1.97}{1.00}$	41,650	7,010	7,010
15	Pier, South Wall, gridlines 11-Y.9	5.40	2.75	$\frac{1.96}{1.00}$	46,820	7,880	7,880
Remarks: The cores were tested in air-dry conditions.							



D SEISMIC EVALUATIONS

PROJECT UNDERSTANDING

The Redondo Beach North Pier Parking Structure was built in 1962 (see Photo 3.1 and 3.2) and is evaluated based on its current structural capacities. The structure is experiencing significant corrosion-based deterioration, exacerbated by its marine location. Walker was contracted in 2011, and our field investigation identified potential deficiencies with the North Pier parking structure. The City again contracted Walker in 2021 to perform Tier 2 Seismic Evaluation of the North Pier Parking Structure to advise the City as to its structural integrity for seismic and gravity loading, and viable repair alternatives. This summary report will provide findings of our most recent field investigation work in 2021-2022.

SCOPE OF SERVICES

As stated previously, the North Pier Parking Structure was built around 1962. Due to the age of the structure, the original plans were not available for our review. However, we have received a set of as-built plans for the 1992 seismic retrofit of the structure prepared by Theodore E. Anvick (Structural Consulting Engineer) which was dated October 1, 1992. While these plans have adequate information on the added retrofit concrete elements, they do not have any information on the original concrete walls of the structure.

Walker completed a Tier 1 building screening procedure and Tier 2 seismic evaluation in 2021-2-22 based on guidelines established in the nationally recognized publication ASCE 41-17 "Seismic Evaluation of Existing Buildings". Tier 1 building screening of 2011, performed by Walker, of North Parking Structure identified potential deficiencies in: vertical discontinuity of the lateral force resisting system, torsional stability, deterioration of structural members, and undefined foundation capacity. In order to confirm if the structural deficiencies exist relative to acceptable seismic performance of the structure, the ASCE 31-03 and ASCE 41-06 code requirements and performance acceptance criteria were used in 2012 edition of our report. Since 2012 ASCE has further enhanced the performance acceptance criteria for existing buildings in high seismicity areas. For the current study, the latest edition of ASCE 41-17 is used by Walker and like ASCE 31-03 it also requires structural engineers to perform a deficiency-based seismic evaluation study based on a Tier 2 procedure. This process of deficiency-based evaluation of individual structural elements against maximum demand of force or displacement that can be imposed by the system overall and their corresponding performance will likely determine if the parking structure has adequate strength to resist seismic forces at the inelastic level and determine areas where structural strengthening is required to extend the useful service life of the structure.

It is also important to note that there is an overall increase in seismic demand between the two code models of ASCE 41-06 and ASCE 41-17. Changes are associated with the updates made in seismic parameters established by USGS related to new research on seismic ground motions in the continental US and how soils in high seismicity areas can propagate inertial forces with different earthquake intensities and their associated return periods. Existing structures that were checked previously on the basis of ASCE 41-06 and ASCE 31-03 and have borderline satisfied the performance objective levels of ASCE 31-03 will likely not satisfy the performance objective criteria of ASCE 41-17 as the force or displacement demand of ASCE 41-17 are significantly higher from ASCE 41-06. Recommended repairs at the North Pier Parking Structures are based on the performance acceptance criteria of ASCE 41-17.

SUMMARY OF TIER-2 SEISMIC EVALUATION PER ASCE 41-17

Walker Consultants has completed the Tier-2 Seismic Evaluation of North Pier Parking Structure on the basis of ASCE 41-17. We have evaluated the parking structure using field investigations employing both destructive and non-destructive methods. Based on the findings of field investigative work, we have performed a 3-D finite element computer analysis model of the garage and have checked the structural adequacy of existing lateral load resisting elements. We recommend the following:

SEISMIC REPAIRS REQUIRED

Walker identified the following conditions where seismic repairs should be performed:

1. Add (1) new 21ft long concrete shear wall at line 3 near grid line Z at the Pier Level. The addition of new shear wall will eliminate the discontinuity of shear wall that currently exists as there is a 21ft long shear wall at the Basement Level that was built in 1962 and was part of the original design. The addition of new shear wall at line 3 near line Z will also reduce demand on line 3 existing shear wall at grid line Y at the Pier Level, which is currently showing signs of an overstressed condition in both flexure and shear (See Photo 3.4 and 3.9)
2. Add (1) new 21ft long concrete shear walls at line 7 near line X and (1) new shear wall at line 7 near line Z at the Pier and Basement level. The addition of two new shear walls at line 7 (at Pier and Basement level) will possibly reduce the shear overstress condition of existing shear walls at line 3 and at line 11 at the Pier and Basement level. Future detailed analysis with the addition of new shear walls will be performed in the next phase when seismic restoration phase of the project will be approved by the City. Optimal location of new shear walls apart from line 3 shear wall will be finalized in the next phase. For cost estimation purposes, addition of new shear walls at line 7 is quite reasonable to determine potential costs associated with addition of new shear walls inside garage.
3. Addition of (24) new foundation drilled piers and wall footing at line 7 to support two new shear walls.
4. Strengthening of existing waffle shear wall at line 3 and line Y at the Pier Level as the diagonal braces of existing waffle shear wall are deficient in both axial compression and tension. This condition will improve once the new shear walls are going to be added at line 3 and at line 7 (See Photo 3.5).
5. Strengthening of existing top chord of the waffle shear wall at line Z.1 at the Village level. Addition of new chord reinforcement is required at the Village level (See Photo 3.14).
6. Strengthening of existing double tee stems at waffle shear wall ends at line Z.1 at the Village and Pier level (See Photo 3.15).
7. Strengthening of Shear walls ends to meet ASCE 41-17 confinement reinforcement. X (2-3) and (5-6) to meet requirement of ASCE 41-17 code force limit (See Photo 3.16).
8. Thickening of existing shear wall is required at line X at the Basement level from line 4 to 11 (See Photo 3.13)
9. Thickening of existing shear wall is required at line Z (basement level) from line (2 – 3) and (5 – 6) (See Photo 3.16).
10. Thickening of existing shear walls is required at line 3 at the Basement level. Add horizontal reinforcement at Basement level shear walls along line 3 (see Photo 3.4) where existing shear walls reinforcement in horizontal direction doesn't meet the ASCE 41-17 and ACI 318-14 minimum wall requirement.
11. Add new slab reinforcement at shear walls oriented in the East-West direction at Village and Pier Level at line 3, 7, and 11 (See Photo 3.5, 3.8, and 3.13).
12. Add new slab reinforcement at waffle shear walls at line X and Z.1 at Village Level (See Photo 3.6 and 3.7).
13. Strengthen CIP column at line 3 and Z at Pier Level (See Photo 3.9).
14. Obtain recommendations from a registered Geo-technical engineer to evaluate current soil conditions and associated risk of having soil liquefaction, slope stability failure, and surface fault rupture at the garage site.
15. Obtain building spot elevations at corners and at intermediate points along the length of the garage to monitor any potential movement of garage foundations both vertically and horizontally. The City should contract with a licensed professional surveyor to perform this task.

Although the parking structure was functional at the time of our field investigation, over its life it has experienced several moderate earthquakes which may have softened the structure internally. North Pier parking structure is located very close to active seismic fault lines which can produce an earthquake of M6.0 to 7.0 on a Richter scale.

Over the last fifty years, the City of Redondo Beach has experienced several earthquakes with magnitude 5.0 to 6.0+. Seismic records of Southern California show that those earthquakes have relatively short return period.

Completing the necessary repairs would ensure that the garage would provide “Basic Life Safety Structural Performance” under a moderate seismic event and “Basic Collapse Prevention Structural Performance” under a severe seismic event. At present several structural elements of the parking structure in their current form do not satisfy the performance objectives of both the Life Safety and Collapse Prevention structural performance criteria of ASCE 41-17.

Our opinion of probable seismic restoration repair costs is **\$1,820,000.00**, including a recommended construction contingency and engineering services. Our opinion is based on estimated repair quantities based on our analysis work and historical records of similar types of work. Cost may vary due to procurement method, local economy, phasing, or other factors. Additional engineering services are required to prepare repair documents that can be used to bid and execute the recommended repairs. Figure 3.1, 3.2, and 3.3 show locations of seismic structural repairs on Basement, Pier, and Village Levels respectively. An additional breakdown of the probable repair costs is presented in Table D1.

TIER 2 SEISMIC EVALUATION FINDINGS

In investigating and performing the Tier-2 Seismic Evaluation in accordance with ASCE 41-17 of the North Pier Parking Structure, we found the following:

The North Pier Parking Structure is adequate to provide “Basic Life Safety Structural Performance” under the application of code specified gravity and ASCE 41-17 BSE-1E level seismic loads and “Basic Collapse Prevention Structural Performance” under the application of code specified gravity and ASCE 41-17 BSE-2E level seismic loads. We have not observed any structural cracking in slabs, beams, columns, and walls due to an over-stress condition caused by excessive amount of gravity and seismic loads resisted by these elements during its service life of past 10 years. There is no visible cracking and spalling of concrete associated with corrosion of rebars. No visible cracking in slabs, beams, columns, or walls was observed that can be associated with foundation settlement or overstress condition of foundation elements. Seismic retrofits of 1992 are performing well and have improved the flow of seismic forces from diaphragm to lateral load resisting elements and subsequently to the garage foundation system. As mentioned above that the seismic loads specified in ASCE 41-17 are significantly higher than the seismic loads specified in ASCE 31-03. Due to the increase in forces that were used in 2012 to verify the adequacy of members, there are several locations where the structural capacity of existing shear walls, waffle shear wall diagonal braces, and chord and drag reinforcement near shear walls are no longer meeting the force demands of ASCE 41-17 and therefore do not satisfy the performance objectives of both the Life Safety and Collapse Prevention structural performance criteria of ASCE 41-17.

Walker Consultants has completed both the Tier 1 and 2 seismic evaluations of North Pier Parking Structure. Tier 1 evaluations were performed first in 2021. Tier 1 building screening process was used as the basis for Tier 2 seismic evaluation that was performed by Walker in 2022.

GARAGE DESCRIPTION

Parking Facility at North Pier – Redondo Beach is composed of two supported level parking structure. The existing parking structure is made up of cast-in-place concrete columns and walls, both cast-in-place and precast beams and cast-in-place topping slab placed over precast double tees at the supported levels. The lateral load resisting system for the existing parking structures consists of concrete shear walls in two orthogonal directions. Concrete shear walls are supporting small to negligible tributary area of the supported precast double tee system and can be classified as Bearing Wall System on a conservative basis in both directions. The current analysis provides comprehensive information on the design adequacy related to the seismic upgrades performed in 1992 plus the

overall stability, integrity, and redundancy of the structure to withstand garage vertical loads, seismic loads on the basis of ASCE 41-17.

The foundation system for the existing parking structure is composed of spread, strip and drilled pier foundation system. We have no structural information on the size and reinforcement of foundation elements. We have no documentation, if any foundation upgrades were made in the past to address any foundation issues related to distribution of gravity and seismic loads due to the modifications made over the life of the structure. Review of the foundation system is based strictly on the basis of field investigations limited to visual observations. At present, we didn't obtain any new soils investigation report for this project site. Lateral seismic loads at the foundation level will be resisted by passive pressure against the face of the spread, strip and drilled pier caps in conjunction with the allowable lateral frictional resistance at the bottom of spread and strip footings and lateral load resistance capacity of drilled piers. Differential settlement of the structure has already taken place and is not noticeable. No cracking of structural elements is being observed that can be associated with any recent foundation movement.

DESIGN SUPERIMPOSED LOADS

In addition to dead loads, the structure is checked for the following superimposed live loads, with no live load reductions taken in accordance with CBC section 1607:

Light vehicle storage	40 psf
Landscaping	None required
Heavy vehicles	None required
Snow Load	None required

TIER 2 SEISMIC EVALUATION REQUIREMENTS

The Tier 2 seismic evaluation uses a three-step approach.

1. Induced earthquake forces: Analyze the structure for pseudo lateral forces using Linear Static Procedure (LSP) of ASCE 41-17.
2. Verify structural irregularities and perform Dynamic Analysis using Linear Dynamic Procedures (LDP) of ASCE 41-17.
3. Generate member forces for each structural element using load combinations of ASCE 41-17.

An evaluation of the effects of a seismic event on the structure is performed. We have computed floor masses for each level to determine mass distribution and inertia properties. Frame member geometry, material and section properties for various member sizes and concrete strengths are obtained from field investigative work to calculate frame stiffness. Once stiffness and mass inertia properties are defined, static and dynamic analysis are performed to determine mode shapes and associated periods to use in the lateral analysis.

Lateral loads are calculated according to ASCE 41-17 and applied at 5% of the structure dimension on either side of the center of mass to include the effects of accidental torsion in the garage. The criteria from the ASCE used to check the adequacy of this structure are explained in the Lateral Section of these calculations.

In a building with special concrete shear wall lateral load resisting system, concrete shear walls resist 100% of the lateral loads in accordance with ASCE 7-16 (i.e., ASCE 41-17 BSE-2N) equivalent lateral force procedure or response spectrum analysis approach. Structures designed in conformance with such provisions and principles are expected to be able to;(1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural

damage, but with some nonstructural damage; and (3) resist major or severe earthquakes without major failure of the building or its component members and would perform such that it would offer “Basic Life Safety Structural Performance”.

The Tier 2 deficiency-based retrofit requires retrofit of the building such that the deficiencies identified in a Tier 1 screening, or a Tier 2 evaluation are mitigated to achieve compliance with the selected Performance Objective(s). The scope of the Tier 2 deficiency-based retrofit need not expand beyond that necessary to modify the building to comply with a Tier 1 screening or a Tier 2 evaluation.

If the Tier 2 deficiency-based evaluation demonstrates the adequacy of the structure with respect to all of the ‘Noncompliant’ or ‘Unknown’ statements in the Tier 1 screening, then the building complies with the ASCE 41-17 standard for the corresponding Performance Objective. If the building is retrofitted in accordance with the deficiency-based retrofit procedure, then the retrofitted building complies with the ASCE 41-17 standard for the corresponding Performance Objectives.

TIER 2 PARTIAL RETROFIT OBJECTIVES

A partial retrofit, which can address a portion or portion of the building without evaluating or rehabilitating the complete lateral force resisting system, shall meet all of the following ASCE 41-17 requirements:

1. Does not result in a reduction in the Structural Performance Level or Nonstructural Performance Levels of the existing building for the same Seismic Hazard Level.
2. Does not create a new structural irregularity or make an existing structural irregularity more severe.
3. Does not result in an increase in the seismic forces to any component that is deficient in capacity to resist such forces, and
4. Incorporate structural elements that are connected to the existing structure in compliance with the requirements of ASCE 41-17 standard.

LATERAL LOAD ANALYSIS

Seismic lateral forces are determined for the parking structure, using ASCE 41-17, and acting in conjunction with the garage vertical loads. An evaluation of the effects of the lateral forces on the structure is performed. The analysis computes floor masses for each level to determine mass distribution and inertia properties. Wall member geometry, material and section properties for various member sizes and concrete strengths are used to calculate building stiffness. Once stiffness and mass inertia properties are defined, a static analysis is performed to determine mode shapes and the associated period of vibration to use in the lateral analysis. Lateral loads are calculated according to ASCE 41-17 and applied at 5% of the structure dimension on either side of the center of mass to include the effects of accidental torsion in the garage.

Seismic Evaluation Procedure:

1. Select structural system.
2. Identify lateral force-resisting system.
3. Identify structural irregularities and any framing system limitations.
4. Select lateral force procedure (i.e., static, or dynamic).
5. Calculate the total design base shear and distribute over height of structure.
6. Elastically analyze building, including torsion effects, including P-delta effects, if necessary.
7. Check story drift limitations.
8. Combine earthquake and factored gravity loads effects. Verify design of lateral force-resisting elements for required strength and verify special detailing.
9. Confirm complete load path to resist earthquake forces.

FINITE ELEMENT COMPUTER MODELING

The following pages contain the computer model used to determine the seismic base shear, distribution of seismic forces over the height of garage, member forces and member deformations. This model uses the entire structural framing system, including lateral load resisting elements and gravity elements to determine structural story drift.

STEY-BY-STEP PROCEDURE FOR TIER 2 SEISMIC EVALUATION

1. LOAD PATH

“When Tier 2 evaluation procedures require evaluation of the continuity of structural elements to be tied together to form a complete load path, continuity shall be evaluated.”

Based on available construction documents, seismic restoration of the parking structure was performed in 1992. It is appropriate to assume that seismic deficiencies of the parking structure observed at that time were checked and addressed on the basis of seismic detailing requirements of UBC 1991. Severe cracking in moment frame columns was identified at the base of all CIP columns with tapered section at the Pier Level. This could be associated with seismic forces higher than the design seismic loads used for the design of concrete moment frame columns. Higher seismic forces at Village Level can cause an increase in shear at each moment frame column, which in turn caused an increase in column moments at the base of columns at the Pier Level. Higher shear in columns can also lead to higher inelastic seismic movements which then help in formation of plastic hinges (i.e., cracking) in columns at the point of maximum moment.

All CIP columns at the perimeter with reduced section properties were encased with new concrete cover, with epoxy coated shear and flexural reinforcement to increase the overall design capacity of the columns. Increased shear stiffness of perimeter columns would reduce lateral drift of the parking structure under higher seismic loads. It is possible that the gain in flexural capacity may only take place at the top of column because of proper embedment of new vertical reinforcement.

Waffle shear walls were added in both directions between Village and Pier Levels to increase the lateral force resisting capacity of the parking structure (See Photo 0.5, 0.6, 0.7). Waffle shear wall along line Z.1 between grid lines 2 and 6 is not continuous between Pier and Foundation Level. Local thickening of diaphragm at shear wall ends between grid lines 2 – 3 and 5 – 6 is being provided at Pier Level for transfer of shear wall forces from waffle shear wall to two new concrete shear walls added along line Z between Pier and Foundation Level. Waffle shear wall system behaves very much like a Truss system with diagonal braces resisting lateral shear forces applied by the diaphragm as tension and compression axial forces of its diagonal braces. Since the waffle shear wall along line Z.1 is supported by overhanging precast double tees and when tees experience any vertical load from truss diagonal braces, they deform vertically. The vertical deformation caused by the movement of tees supporting the truss shear wall system then generates tension and compression forces in top and bottom chords of the truss. Waffle shear walls along line Z.1 (2-6) at the Village level and shear walls along line Z (2-3) and (5-6) at the Pier level have a lateral offset distance between them as 6ft, there is out-of-plane discontinuity of vertical lateral force resisting system between the two lines of shear walls that are close to each other and connected laterally by a rigid diaphragm at the Village and Pier Level. This out-of-plane, discontinuity of vertical lateral force resisting element is not preferred, but is allowed by ASCE 7-05, ASCE 7-10, and ASCE 7-16 for even newer buildings that are located within seismic design category D, E and F. For a

building with out-of-plan discontinuity, ASCE 7-16 requires special detailing of slab collector elements for transferring forces at the required strength level. ***ASCE 41-17 has no such procedure available for Tier 2 Evaluation for buildings with local discontinuity in load path.***

Commentary of section 5.4.2.3 states: “*The adequacy of the elements and connections below the vertical discontinuities shall be evaluated as force-controlled elements. The adequacy of struts and diaphragms to transfer load from discontinuous elements to adjacent elements shall be evaluated*”. At Pier Level, diaphragm was thickened locally to increase its shear design capacity and to transfer forces from waffle shear wall along line Z.1 to two shear walls located below Pier Level along line Z that were also added when garage restoration was performed in 1992. To address additional vertical shear demand at precast double tees, due to the use of ASCE 41-17 higher seismic forces, carbon fiber wrapping is required at precast double tee stems at waffle shear wall end bays.

New concrete wall was added in 1992 at the Basement level along line 11 to increase the overall length of existing shear wall at line 11. New gravity columns were added in 1992 near grid Y – in the long direction of the garage at Pier and Basement Levels. It is not clear why the designer decided to use 18-inch square concrete columns between Village and Pier Level and supported the same columns using 6-inch round steel columns between Pier and Foundation Level. New waffle shear wall along line 3 is being supported at its western end by a 6-inch round steel column below Pier level (See Photo 3.11). This in-plane discontinuity in shear wall causes reduction in shear wall stiffness along line 3 at the Basement Level.

New 2 ½ inch thick overlay was added over the entire double tee system at the Village Level (See Photo 3.3) in 1992. It is our understanding that this modification was made to address higher diaphragm loads based on the requirements of UBC 1991. At Village Level, additional slab drag reinforcement was added near the shear wall along line 11. ASCE 41-17 diaphragm forces are significantly higher than the UBC 1991 diaphragm forces. Chord and drag collector elements shall be evaluated as force-controlled and they both will require retrofit in terms of addition of new chord and diaphragm steel at the Village and Pier Level.

No foundation upgrades were documented in the construction documents of 1992 seismic retrofit. No visible cracking in beams, columns or walls was observed in 2011 and in 2021 that can be associated with foundation settlement or overstress condition of foundation elements.

- a. Shear strength capacity of diaphragm is verified at all supported levels using provisions of ASCE 41-17 to satisfy that the load path is in compliance and is acceptable.
- b. Steel column supporting discontinuous wall has the design strength to resist the maximum axial force that can develop in accordance with ASCE 41-17. The connections of discontinuous elements to the supporting member shall be adequate to transmit the forces for which the discontinuous element was required to be designed.

2. WEAK AND SOFT STORY

The vertical force distribution provided by ASCE 41-17 section 7.4.1.3.2 is adequate for regular structures with no stiffness discontinuities. Weak and soft story can significantly affect the vertical distribution of seismic forces and, for this reason Response Spectrum Analysis (i.e., Linear Dynamic Procedure – LDP) is performed, which can account for stiffness irregularities over the height of the structure. Response spectrum parameters

were established using USGS seismic design parameters for the project site. For basic Life Safety structural performance, site specific response spectrum is being generated for an earthquake having 5% Probability of Exceedance in 50 years with a mean return period of 975 years. According to ASCE 41-17, Earthquake Hazard Level associated with this type of earthquake is defined as BSE-2E (i.e., Basic Safety Earthquake Level 2) and is appropriate for building where “Basic Collapse Prevention Structural Performance” is required.

3. GEOMETRY

“An analysis in accordance with the Linear Dynamic Procedure of ASCE 41-17 section 5.2.4 shall be performed. The adequacy of the lateral force resisting elements shall be evaluated.”

Linear Dynamic Analysis is performed to verify capacity of all lateral load resisting elements.

4. VERTICAL DISCONTINUITIES

“The adequacy of elements below vertical discontinuities shall be evaluated to support gravity forces and overturning forces generated by the capacity of the discontinuous elements above. The adequacy of struts and diaphragms to transfer load from discontinuous elements to adjacent elements shall be evaluated.”

Steel columns supporting discontinuous shear wall at line 3 at the Basement Level is verified and its connections need to be verified for factored axial tension and compression loads. There is no visible sign of connection movement at the top and bottom. There is no visible cracking in the slab near and around the steel column that is associated with any grade beam movement underneath the steel column because of past earthquake activities in the area since 1992. Since the grade beams are soil supported and have already experienced several earthquakes of moderate intensity, it is appropriate to assume that the grade beams underneath the steel columns can transfer vertical loads to the nearest drilled pier without going into any major distress. A case of a beam on elastic foundation is how Walker has analyzed the performance of the grade beam at line 3. Grade beams that are away from drilled piers are not taking any substantial axial, flexural and shear loads.

Adequacy of precast double tees is verified between grid line Z and Z.1 at the Village and Pier Level. At both locations precast double tees are overstressed in transferring vertical shear load to PT beam along line Z at both levels.

5. MASS

No change in mass is anticipated at Village and Pier Level except a small section of top chord of waffle shear wall along line Z.1 needs to be increased to add additional drag or chord reinforcement at the truss at the Village Level. A small section of CIP topping slab needs to be placed at the Village Level to provide additional diaphragm reinforcement near the shear wall at line Z.1

6. TORSION

Small change in torsional shear is anticipated due to the proposed addition of new shear walls at the Pier and Basement Level to help reduce shear overstress condition at existing shear walls along line 3, X, and Z.

7. DETERIORATION OF CONCRETE

No significant deterioration of concrete was observed at gravity and lateral load resisting elements.

8. POST-TENSION OR PRE-STRESS ANCHORS

No corrosion of anchors/end fittings or spalling of concrete is observed near gravity and lateral load resisting elements at the Village, Pier and Basement level.

9. CONCRETE WALL CRACKS

No significant diagonal cracking in concrete shear walls is observed at Pier and Village level.

10. SHEAR STRESS CHECK

Using ASCE 41-17 section 5.5.3.1.1, we found shear walls as overstressed in shear at the Basement Level at line X (4 – 11), at line Z (2-3) and (5-6), and shear walls along line 3. We have assumed compressive strength of shear walls to be equal to 5000psi to 7000 psi based on Compressive Strength field test values obtained in 2022. To compensate for this condition, (1) new shear wall is recommended for line 3 at the Pier Level only and (2) new shear walls are to be added at both the Pier and Basement Level at line 7.

11. WALL THICKNESS AND PROPORTIONS

Using ASCE 41-17 section 5.5.3.1.1 and 5.5.3.1.2, we found shear walls thickness to be increased at the Basement Level at line X (4 – 11), at line Z (2-3) and (5-6), and shear walls along line 3. We also found that the shear wall thickness at line 11 at the Pier Level should also be increased to resist ASCE 41-17 force demand.

12. REINFORCING STEEL

At the Pier level, shear wall reinforcement ratios for both wall vertical and horizontal reinforcement are greater than the required ratios but shear wall at line 11 is overstressed in shear and requires additional horizontal reinforcement. At the Basement level, shear wall reinforcement ratio for wall vertical reinforcement is in the range of 0.0018 and are acceptable. However, reinforcement ratio for wall horizontal reinforcement at shear walls along line X, Z and line 3 are low. Wall shear stresses are also above the allowable shear stress values at those grid lines. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and (2) new shear walls at line 7 at both Pier and Basement Level.

13. COUPLING BEAMS AT SHEAR WALLS

At Pier Level, diagonal braces of waffle shear wall along line 3 near line Y and along line X are performing similar to how coupling beams work for segmented shear walls. Those diagonal braces are showing overstressed condition for axial tension and compression. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level near line Z and at line 7 at both Pier and Basement Level. Strengthening of waffle shear wall diagonal braces is also recommended.

14. CONFINEMENT REINFORCEMENT

Infill shear walls along line Z.1 at the Basement Level are confined by existing CIP columns. Majority of shear walls at the Pier and Basement Level are without any special closely spaced confinement reinforcement. However, there are no signs of any cracking at the existing shear walls. Carbon fiber wrapping would be considered for providing confinement to shear wall ends to satisfy this requirement.

15. TRANSFER OF SHEAR WALLS OR WALL CONNECTIONS

Diaphragm is connected to shear walls at all supported levels. Amount of shear transfer reinforcement provided is appeared to be on the low side at all shear walls. Amount of shear transfer reinforcement is not adequate based on the forces obtained from the Linear Dynamic Procedure. Drag and collector reinforcement at the East-West direction shear walls is not known and may possibly be on the low side of design requirements.

16. FOUNDATION DOWELS

There is no information available on Foundation dowels and further testing is required in future to determine this design item. Shear walls are connected to grade beams at all locations. Destructive testing in 2022 at several shear wall locations have established that existing shear walls have adequate wall vertical reinforcement. There are two shear walls along line 3 at the Basement Level where shear walls have flexural overstress condition. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

17. DEFLECTION COMPATIBILITY

Based on 3-D computer analysis and verification of member forces, shear capacity of columns is adequate to resist factored flexural, axial and shear loads. There is only one CIP column at grid line 3 and line Z which is showing signs of shear overstress as it is in the direction of drag forces building towards shear wall at grid line 3 and line Y. To compensate for this condition, additional new shear wall is recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

18. UPLIFT AT PILE CAPS

We didn't observe any major problem with the gravity system, diaphragms, and slab-on-grade that suggests that current state of pile foundation system is any risk to the Basic Life Safety of the structure. However, our current analysis shows significant amount of lateral shear resisted by 12" round piles at line 3 and at line 11. Without knowing the amount of reinforcement in those concrete piles it is difficult to establish their demand capacity ratios in terms of flexure and shear loads. To compensate for this condition, additional new concrete piles are recommended for line 7 for new concrete shear walls that are recommended at the Basement Level.

19. LIQUEFACTION

We would recommend that the City hire a registered geo-technical engineer to evaluate current soil conditions near the garage site and to determine risk of having soil liquefaction at the garage site.

20. SLOPE FAILURE AND SURFACE RUPTURE

We would recommend that the city hire a registered geo-technical engineer to evaluate current soil conditions near the garage site and to determine risk of having soil/rock slope failure and surface fault rupture at the garage site.

21. FOUNDATION PERFORMANCE

We would recommend that the City shall consider hiring a registered surveyor to establish garage benchmark elevations to monitor any possible building movement due to any seismic event or due to any soil's related issue.

22. OVERTURNING

At Basement Level, shear wall along line 3 near line Z is showing overstressed condition in flexure. Remainder of shear walls at Village and Pier Level are adequate in flexure or overturning. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

23. TIES BETWEEN FOUNDATION ELEMENTS

We didn't observe any distress at foundation walls or slabs at upper levels that suggests that there is any movement of soil at the foundation level that suggests that current state of pile foundation system is any risk to the Basic Life Safety of the structure. However, our current analysis shows significant amount of lateral shear resisted by 12" round piles at line 3 and at line 11. Without knowing the amount of reinforcement in those concrete piles it is difficult to establish their demand capacity ratios in terms of flexure and shear loads. To compensate for this condition, additional new concrete piles are recommended for line 7 for new concrete shear walls that are recommended at the Basement Level.

Table D1 - Opinion of Probable Costs for Conceptual Repair

	Work Item Description	Estimated Cost
1.00	General Conditions	
1.10	Mobilization & General Conditions	\$25,000
2.00	Seismic Structural Repairs	
2.01	Install (24) new drilled piers	\$100,000
2.02	Install (5) new concrete shear walls at Pier and Basement Level	\$500,000
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level	\$30,000
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1	\$25,000
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z	\$30,000
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level	\$25,000
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level	\$25,000
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level	\$25,000
2.09	Thickening of CIP shear walls at line 3 at Basement Level	\$35,000
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level	\$170,000
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level	\$35,000
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level	\$25,000

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June 6, 2022

	Repair Subtotal	\$1,450,000
	Recommended Contingency (10%)	\$145,000
	Engineering Services	\$160,000
	Geotechnical Recommendations on Soil condition at the project site	\$50,000
	Building Survey Elevations	\$15,000
	Project Total	\$1,820,000

APPENDIX B – TIER 1 SCREENING CHECKLIST

Table 1. Tier 1 Screening – Collapse Prevention Basic Configuration Checklist (Reproduced herein ASCE 41-17, Table 17-2)

Status	Evaluation Statement	Tier 2 Reference	Commentary Reference
Low Seismicity			
Building System—General			
C NC N/A U	LOAD PATH: The structure contains a complete, well-defined load path, including structural elements and connections, that serves to transfer the inertial forces associated with the mass of all elements of the building to the foundation.	5.4.1.1	A.2.1.1
C NC N/A U	ADJACENT BUILDINGS: The clear distance between the building being evaluated and any adjacent building is greater than 0.25% of the height of the shorter building in low seismicity, 0.5% in moderate seismicity, and 1.5% in high seismicity.	5.4.1.2	A.2.1.2
C NC N/A U	MEZZANINES: Interior mezzanine levels are braced independently from the main structure or are anchored to the seismic-force-resisting elements of the main structure.	5.4.1.3	A.2.1.3
Building System—Building Configuration			
C NC N/A U	WEAK STORY: The sum of the shear strengths of the seismic-force-resisting system in any story in each direction is not less than 80% of the strength in the adjacent story above.	5.4.2.1	A.2.2.2
C NC N/A U	SOFT STORY: The stiffness of the seismic-force-resisting system in any story is not less than 70% of the seismic-force-resisting system stiffness in an adjacent story above or less than 80% of the average seismic-force-resisting system stiffness of the three stories above.	5.4.2.2	A.2.2.3
C NC N/A U	VERTICAL IRREGULARITIES: All vertical elements in the seismic-force-resisting system are continuous to the foundation.	5.4.2.3	A.2.2.4
C NC N/A U	GEOMETRY: There are no changes in the net horizontal dimension of the seismic-force-resisting system of more than 30% in a story relative to adjacent stories, excluding one-story penthouses and mezzanines.	5.4.2.4	A.2.2.5
C NC N/A U	MASS: There is no change in effective mass of more than 50% from one story to the next. Light roofs, penthouses, and mezzanines need not be considered.	5.4.2.5	A.2.2.6
C NC N/A U	TORSION: The estimated distance between the story center of mass and the story center of rigidity is less than 20% of the building width in either plan dimension.	5.4.2.6	A.2.2.7

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Moderate Seismicity (Complete the Following Items in Addition to the Items for Low Seismicity)
Geologic Site Hazards

C NC N/A U	LIQUEFACTION: Liquefaction-susceptible, saturated, loose granular soils that could jeopardize the building's seismic performance do not exist in the foundation soils at depths within 50 ft (15.2 m) under the building.	5.4.3.1	A.6.1.1
C NC N/A U	SLOPE FAILURE: The building site is located away from potential earthquake-induced slope failures or rockfalls so that it is unaffected by such failures or is capable of accommodating any predicted movements without failure.	5.4.3.1	A.6.1.2
C NC N/A U	SURFACE FAULT RUPTURE: Surface fault rupture and surface displacement at the building site are not anticipated.	5.4.3.1	A.6.1.3

High Seismicity (Complete the Following Items in Addition to the Items for Moderate Seismicity)
Foundation Configuration

C NC N/A U	OVERTURNING: The ratio of the least horizontal dimension of the seismic-force-resisting system at the foundation level to the building height (base/height) is greater than $0.6S_a$.	5.4.3.3	A.6.2.1
C NC N/A U	TIES BETWEEN FOUNDATION ELEMENTS: The foundation has ties adequate to resist seismic forces where footings, piles, and piers are not restrained by beams, slabs, or soils classified as Site Class A, B, or C.	5.4.3.4	A.6.2.2

Note: C = Compliant, NC = Noncompliant, N/A = Not Applicable, and U = Unknown.

Table 2. Tier 1 Screening–Collapse Prevention Structural Checklist for Building Types C2 and C2a (Reproduced herein ASCE 41-17, Table 17-24)

Status	Evaluation Statement	Tier 2 Reference	Commentary Reference
Low and Moderate Seismicity			
Seismic-Force-Resisting System			
C NC N/A U	COMPLETE FRAMES: Steel or concrete frames classified as secondary components form a complete vertical-load-carrying system.	5.5.2.5.1	A.3.1.6.1
C NC N/A U	REDUNDANCY: The number of lines of shear walls in each principal direction is greater than or equal to 2.	5.5.1.1	A.3.2.1.1
C NC N/A U	SHEAR STRESS CHECK: The shear stress in the concrete shear walls, calculated using the Quick Check procedure of Section 4.4.3.3, is less than the greater of 100 lb/in. ² (0.69 MPa) or $2\sqrt{f'_c}$.	5.5.3.1.1	A.3.2.2.1
C NC N/A U	REINFORCING STEEL: The ratio of reinforcing steel area to gross concrete area is not less than 0.0012 in the vertical direction and 0.0020 in the horizontal direction.	5.5.3.1.3	A.3.2.2.2
Connections			
C NC N/A U	WALL ANCHORAGE AT FLEXIBLE DIAPHRAGMS: Exterior concrete or masonry walls that are dependent on flexible diaphragms for lateral support are anchored for out-of-plane forces at each diaphragm level with steel anchors, reinforcing dowels, or straps that are developed into the diaphragm. Connections have strength to resist the connection force calculated in the Quick Check procedure of Section 4.4.3.7.	5.7.1.1	A.5.1.1
C NC N/A U	TRANSFER TO SHEAR WALLS: Diaphragms are connected for transfer of seismic forces to the shear walls.	5.7.2	A.5.2.1
C NC N/A U	FOUNDATION DOWELS: Wall reinforcement is doweled into the foundation with vertical bars equal in size and spacing to the vertical wall reinforcing directly above the foundation.	5.7.3.4	A.5.3.5
High Seismicity (Complete the Following Items in Addition to the Items for Low and Moderate Seismicity)			
Seismic-Force-Resisting System			
C NC N/A U	DEFLECTION COMPATIBILITY: Secondary components have the shear capacity to develop the flexural strength of the components.	5.5.2.5.2	A.3.1.6.2
C NC N/A U	FLAT SLABS: Flat slabs or plates not part of the seismic-force-resisting system have continuous bottom steel through the column joints.	5.5.2.5.3	A.3.1.6.3
C NC N/A U	COUPLING BEAMS: The ends of both walls to which the coupling beam is attached are supported at each end to resist vertical loads caused by overturning.	5.5.3.2.1	A.3.2.2.3
Diaphragms (Stiff or Flexible)			
C NC N/A U	DIAPHRAGM CONTINUITY: The diaphragms are not composed of split-level floors and do not have expansion joints.	5.6.1.1	A.4.1.1
C NC N/A U	OPENINGS AT SHEAR WALLS: Diaphragm openings immediately adjacent to the shear walls are less than 25% of the wall length.	5.6.1.3	A.4.1.4
Flexible Diaphragms			
C NC N/A U	CROSS TIES: There are continuous cross ties between diaphragm chords.	5.6.1.2	A.4.1.2
C NC N/A U	STRAIGHT SHEATHING: All straight-sheathed diaphragms have aspect ratios less than 2-to-1 in the direction being considered.	5.6.2	A.4.2.1
C NC N/A U	SPANS: All wood diaphragms with spans greater than 24 ft (7.3 m) consist of wood structural panels or diagonal sheathing.	5.6.2	A.4.2.2
C NC N/A U	DIAGONALLY SHEATHED AND UNBLOCKED DIAPHRAGMS: All diagonally sheathed or unblocked wood structural panel diaphragms have horizontal spans less than 40 ft (12.2 m) and aspect ratios less than or equal to 4-to-1.	5.6.2	A.4.2.3
C NC N/A U	OTHER DIAPHRAGMS: Diaphragms do not consist of a system other than wood, metal deck, concrete, or horizontal bracing.	5.6.5	A.4.7.1
Connections			
C NC N/A U	UPLIFT AT PILE CAPS: Pile caps have top reinforcement, and piles are anchored to the pile caps.	5.7.3.5	A.5.3.8

Note: C = Compliant, NC = Noncompliant, N/A = Not Applicable, and U = Unknown.

PROJECT PHOTOS

Photo 3.1- Construction of North Pier Parking Structure in 1962



Photo 3.2- Construction of North Pier Parking Structure - 1962



Photo 3.3- 2 ½-inch-thick overlay of CIP topping slab – Village Level



Photo 3.4- 24-inch-thick shear wall at line 3 and Y at Basement Level



Photo 3.5- 12-inch-thick waffle shear wall at line 3 and Y at Pier Level



Photo 3.6- 12-inch-thick waffle shear wall along line X at Pier Level



Photo 3.7- 12-inch-thick waffle shear wall at line Z.1 at Pier Level



Photo 3.8- 10-inch-thick shear wall at line 11 and Y at the Pier Level



Photo 3.9- CIP columns at line 3 and Z at the Pier Level



Photo 3.10—CIP Columns at Line X.7 and Y.3 at the Pier Level



Photo 3.11—6-inch round steel columns at line X.7 and Y.3 at the Basement Level



Photo 3.12- 8-inch-thick CIP Retaining Wall at line X and X.1 at Basement Level



Photo 3.13- Shear wall along line 11 at Basement Level



Photo 3.14- Truss chords at waffle shear wall at line Z.1 at the Village and Pier Level



Photo 3.15- Precast double tee stems at waffle shear wall ends at line Z.1 at the Village and Pier Level



Photo 3.16- CIP Columns at shear wall ends at line Z at the Pier and Basement Level

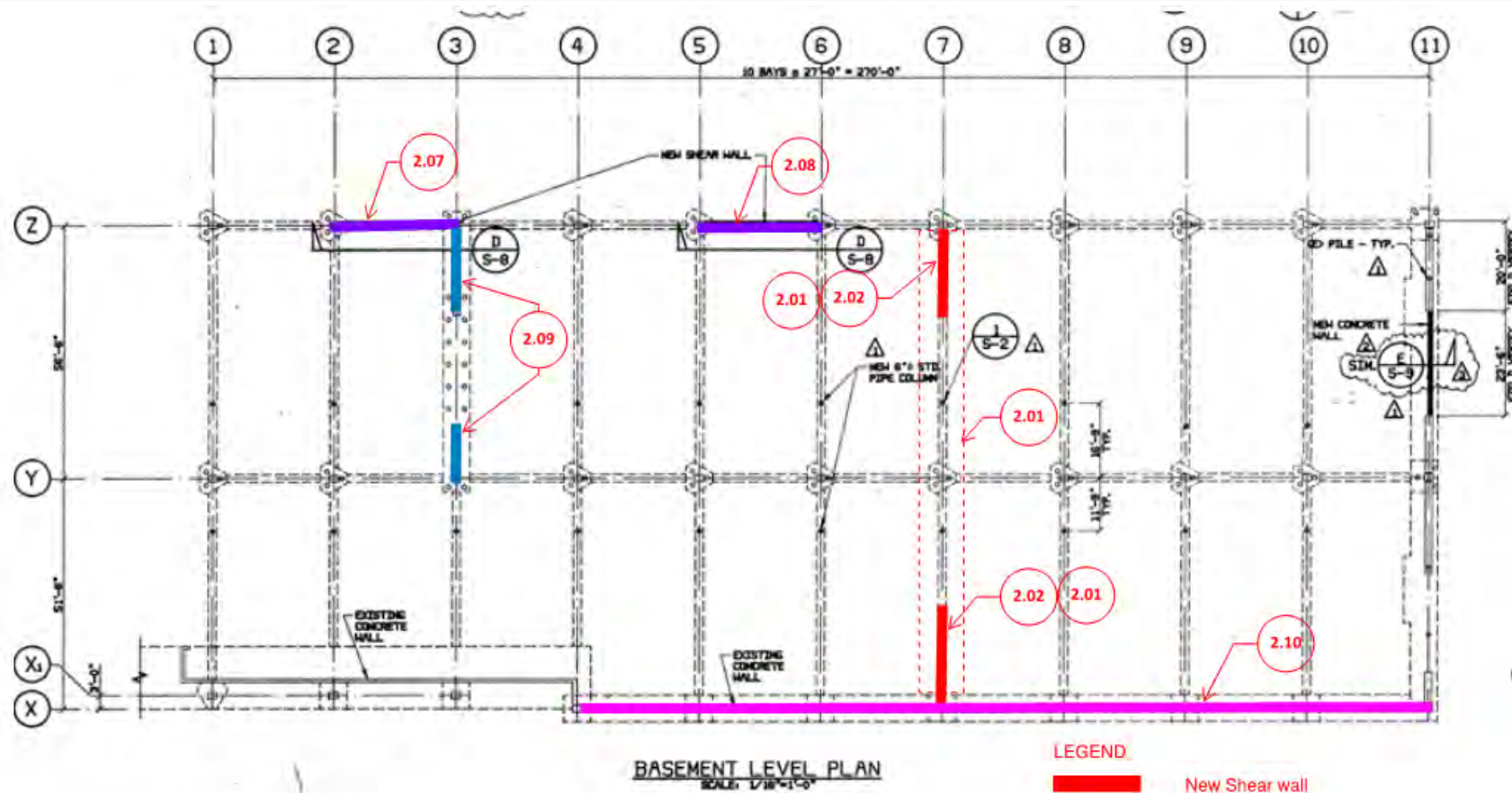


**PARKING STRUCTURE AREAS WITH PROPOSED SEISMIC RESTORATION
PER ASCE 41-17 RECOMMENDATIO**

Work Item Legend

Item No.	Work Item Description
1.00	General Conditions
1.10	Mobilization & General Conditions
2.00	Seismic Structural Repairs
2.01	Install (24) new drilled piers
2.02	Install (5) new concrete shear walls at Pier and Basement Level
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level
2.09	Thickening of CIP shear walls at line 3 at Basement Level
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level

Figure 3.1-Sesimic Structural Work Item Locations– Basement Level



FLOOR PLAN - BASEMENT PLAN

Note: All highlighted and bubbled areas with potential seismic repairs are based on and limited to requirements specified in ASCE 41-17

Figure 3.2-Sesimic Structural Work Item Locations–Pier Level

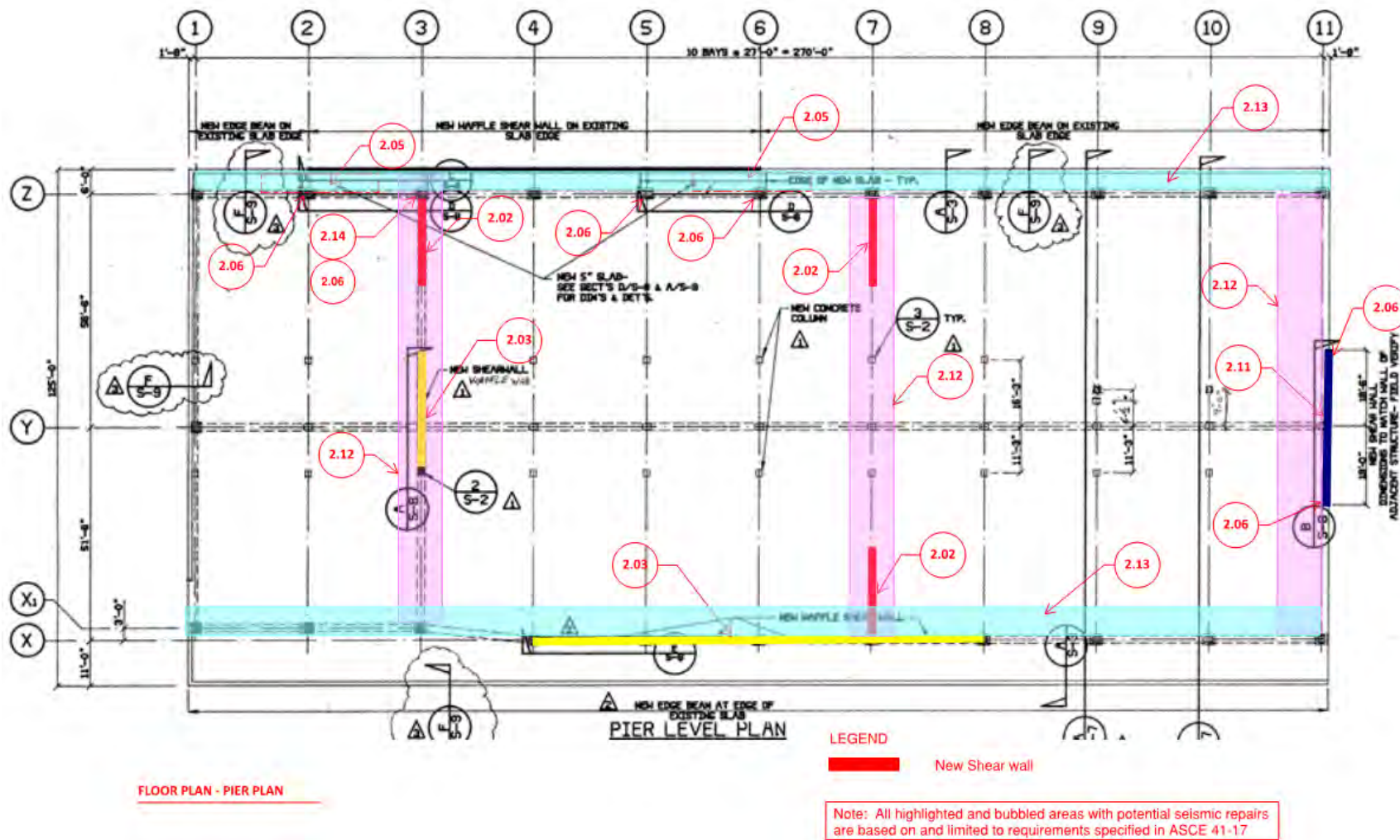
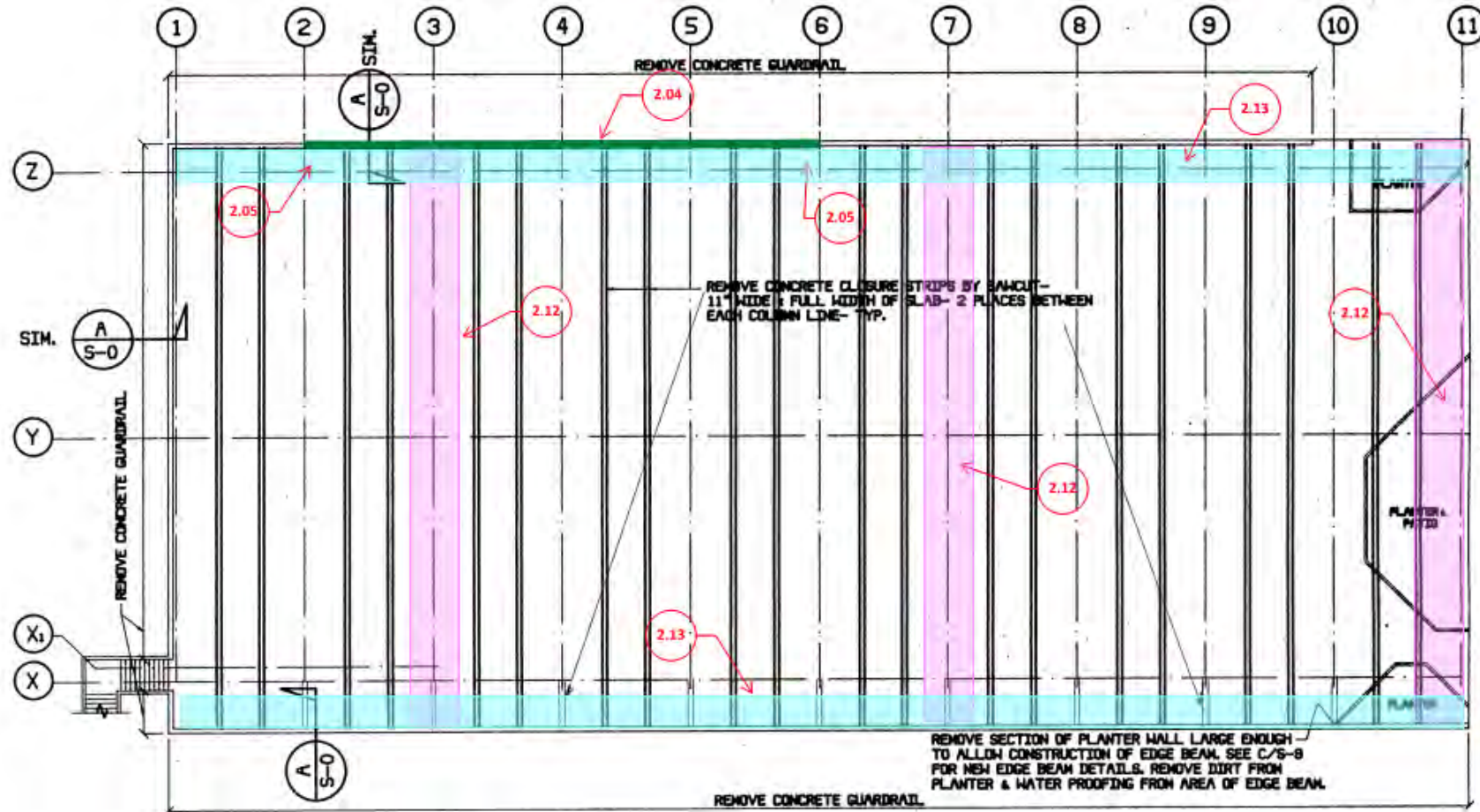


Figure 3.3-Seismic Structural Work Item Locations– Village Level



FLOOR PLAN - VILLAGE PLAN

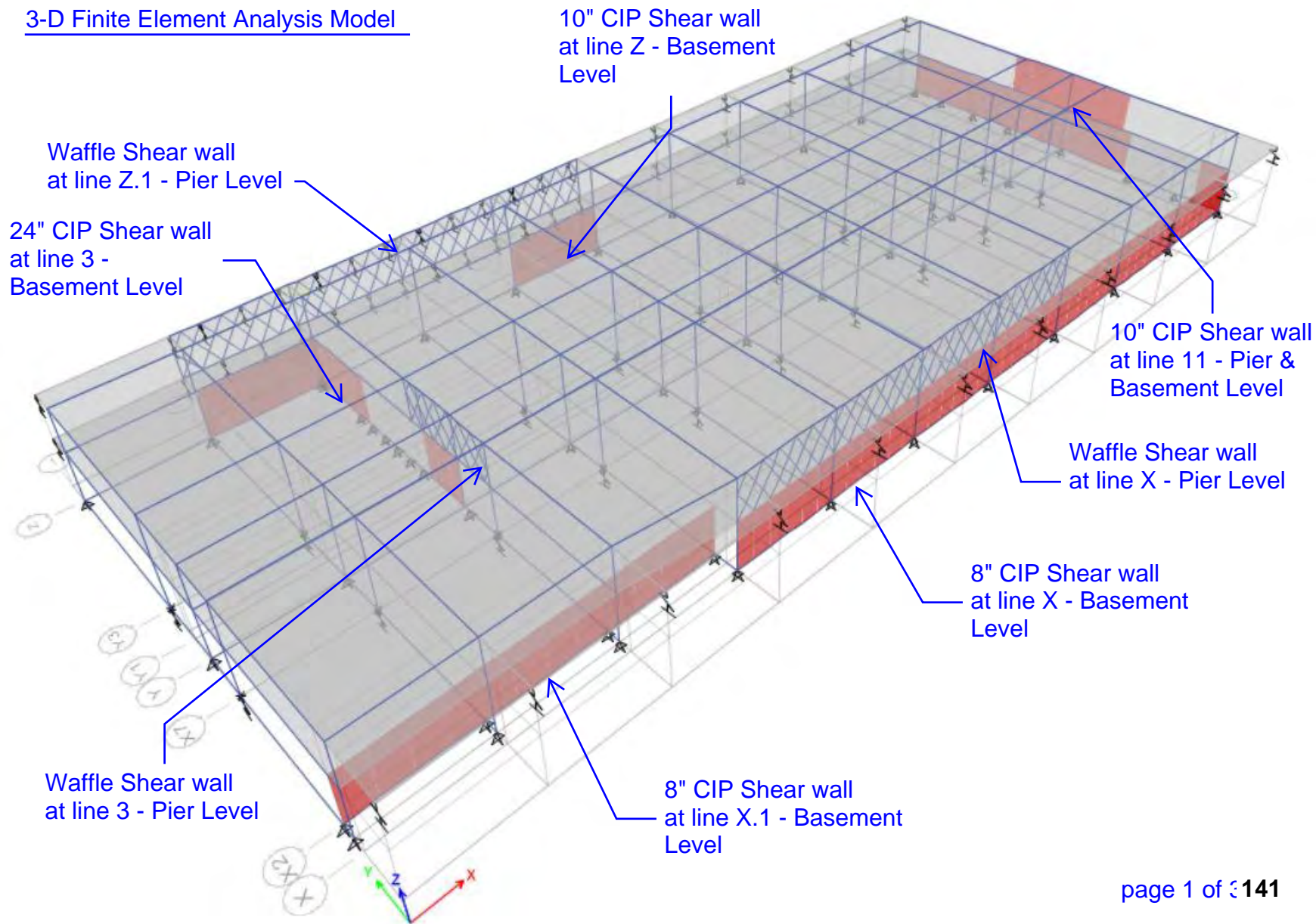
Note: All highlighted and bubbled areas with potential seismic repairs are based on and limited to requirements specified in ASCE 41-17



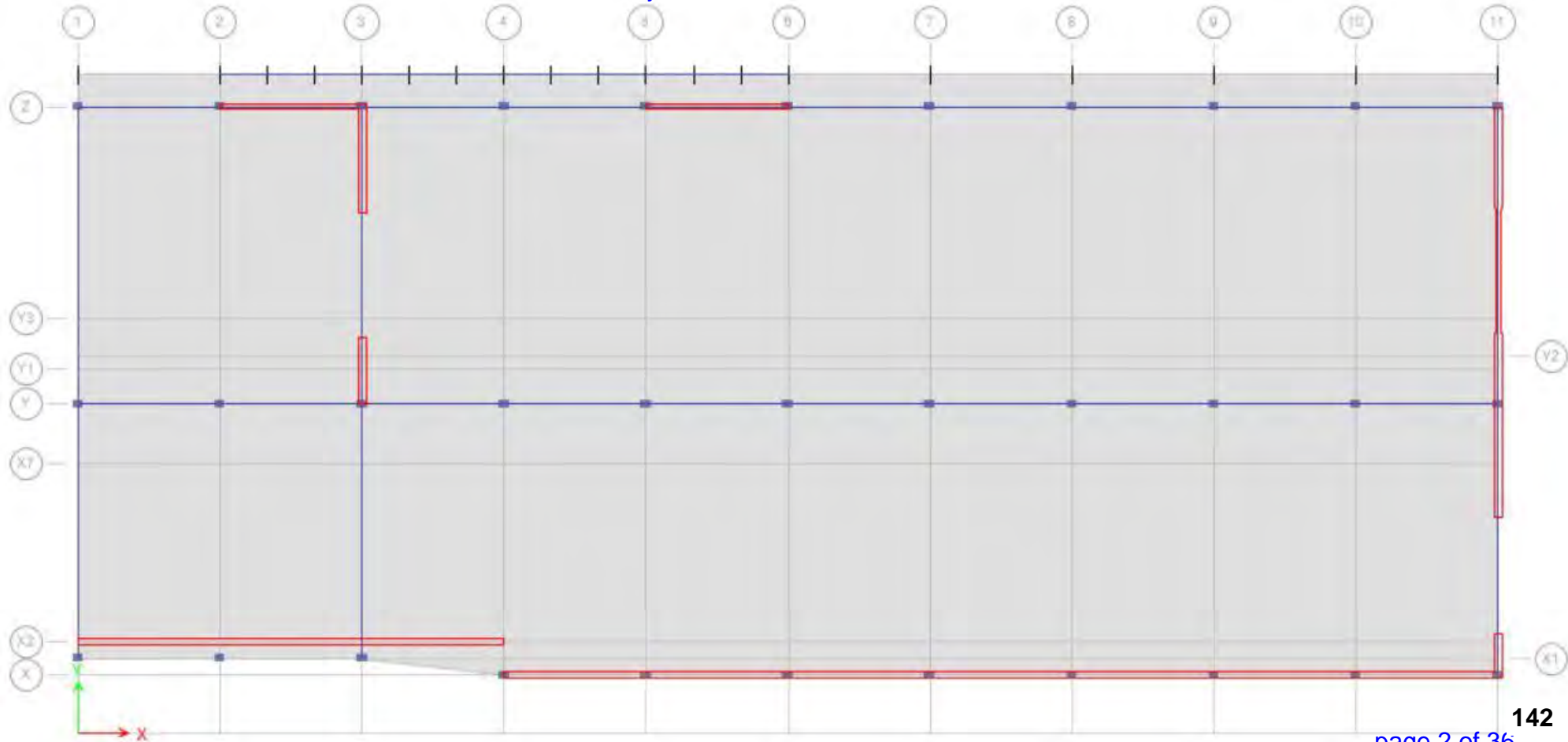
WALKER
CONSULTANTS



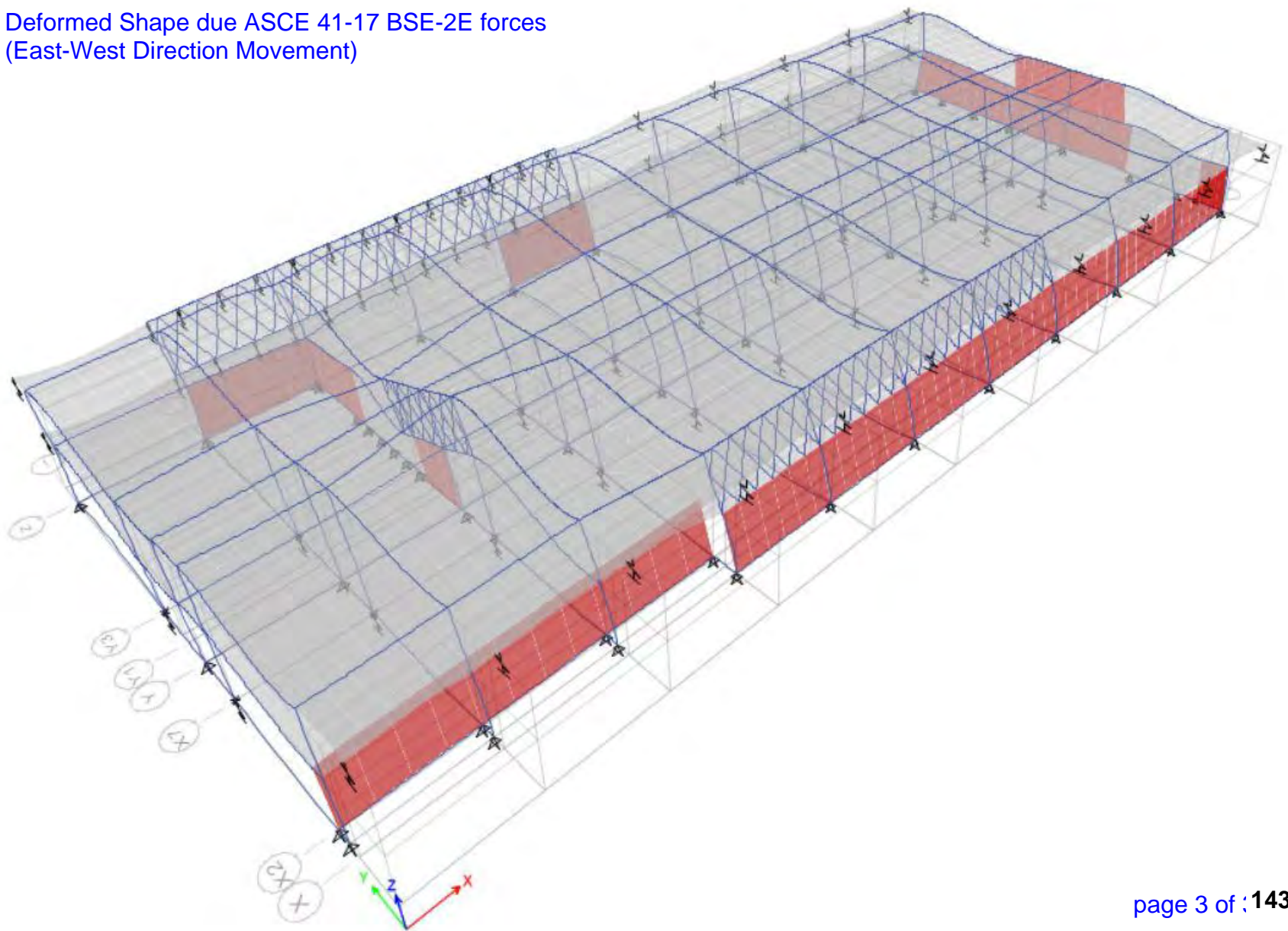
3-D Finite Element Analysis Model



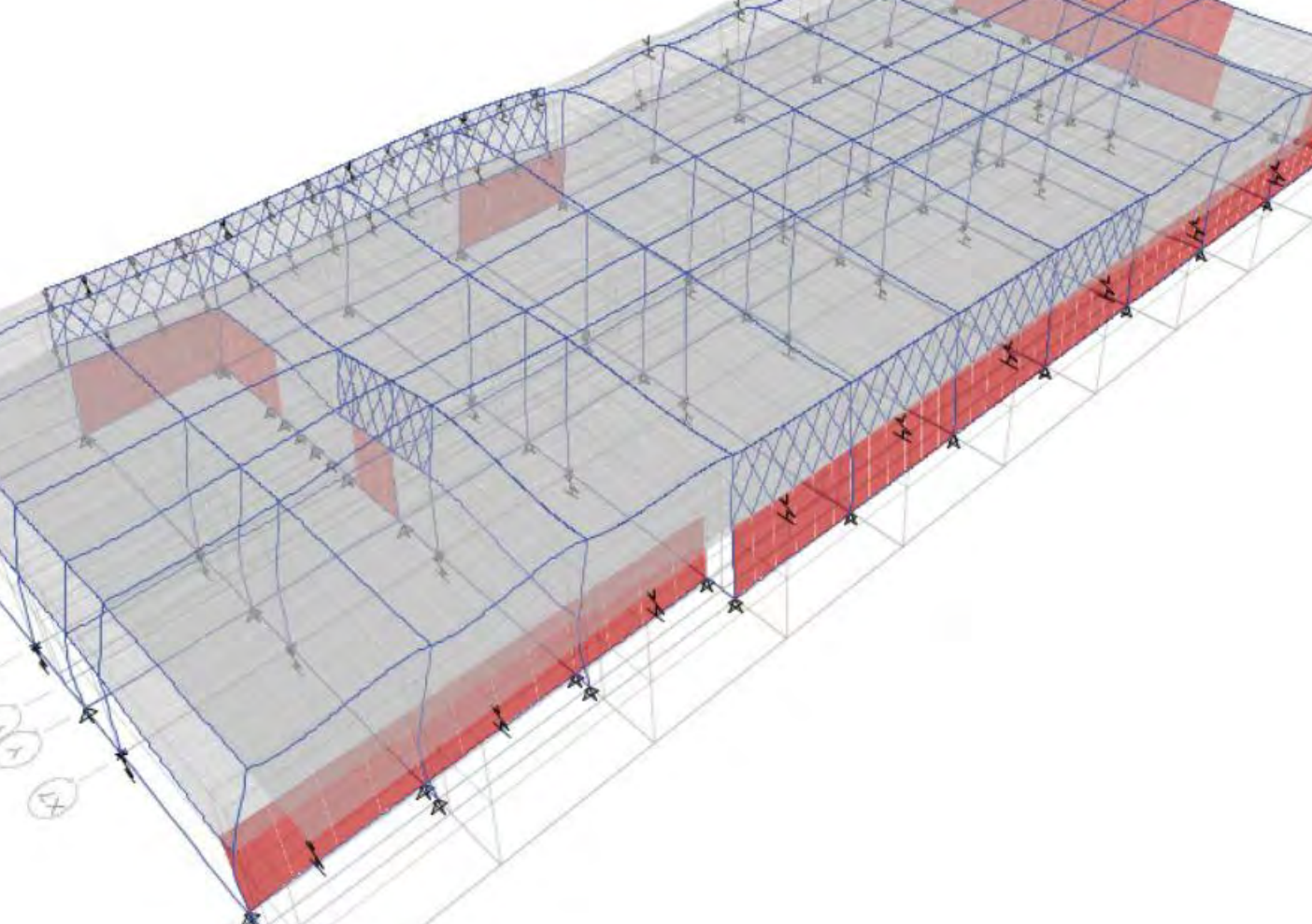
Plan Layout of Shear walls



Deformed Shape due ASCE 41-17 BSE-2E forces
(East-West Direction Movement)



Deformed Shape due ASCE 41-17 BSE-2E forces
(North-South Direction Movement)



The image displays a 3D wireframe model of a building frame, showing the deformed shape under ASCE 41-17 BSE-2E forces in the North-South direction. The model includes a grid of columns and beams, with red shaded areas indicating regions of high stress or damage. A coordinate system (X, Y, Z) is shown at the bottom left.

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Walker Parking
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150 Executive Park Boulevard,
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Tel (415) 330-1895
Fax (415) 330-1898

CLIENT	City of Redondo Beach	SECTION	ASCE 41-17
PROJECT	North Pier	SHEET	1 OF 2
JOB No	37-009397.00	DRAWING NO	
CALCULATION BY	Sohban S. Khan	DATE	02-10-2022
CHECKED BY	Sohban S. Khan	DATE	
APPROVED BY		Units	Kips-inches
OBJECT	<u>Seismic parameters per ASCE 41-17</u>		

Given Data:

Determine DCR for each action item like, axial, moment and shear applied on a primary component. If component DCR exceeds the lesser of 3.0 and the m-factor for the component action and structure has any irregularity then Linear Static Procedure for analysis is not applicable.

Assume, $DCR_{max} := 3.0$ using initial values of C_1 , C_2 , C_m equal 1.0

No. of stories, $N_s := 2$

Concrete or Masonry shear wall building, $C_m := 1.0$ See Table 7-4

Site Class, D Site class factor, $a := 60$ for Site Class D, E, and F

Fundamental period of the building, $T_{1x} := 0.2$ $T_{1y} := 0.29$

Ratio of required elastic strength to the yield strength,

$$\mu_{strength} := \max\left(\frac{DCR_{max}}{1.5} \cdot C_m, 1.0\right) \quad \text{from Appendix C7.4.1.3 - Eq: C7-3}$$

$$\mu_{strength} = 2$$

$$C_{1x} := 1 + \frac{\mu_{strength} - 1}{a \cdot T_{1x}^2} \quad C_{1x} = 1.417 \quad C_{1y} := 1 + \frac{\mu_{strength} - 1}{a \cdot T_{1y}^2} \quad C_{1y} = 1.198$$

$$C_{2x} := 1 + \frac{1}{800} \cdot \left(\frac{\mu_{strength} - 1}{T_{1x}}\right)^2 \quad C_{2x} = 1.031 \quad C_{2y} := 1 + \frac{1}{800} \cdot \left(\frac{\mu_{strength} - 1}{T_{1y}}\right)^2 \quad C_{2y} = 1.015$$

$$C_{1x} \cdot C_{2x} = 1.461 \quad C_{1y} \cdot C_{2y} = 1.216$$

2/10/2022

1



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For Concrete Shear walls, m-factors are defined in Chapter 10 for different wall conditions

$m_{\max} := 4$ (Assume but will verify later)

Per Table 7-3 Maximum value of $C_1 C_2 = 1.4$ for $m_{\max} = 4$

Selection of BPOE

$$\text{BSE-2E } S_{xs} = 1.413$$

$$\text{BSE-1E } S_{xs} = 0.81$$

$$\text{BSE-2E/BSE-1E} = 1.744$$

If ratio of Collapse Prevention m-factor to Life Safety m-factor is less than 1.744, Collapse Prevention in the BSE-2E will be more severe performance objective.

Shear walls controlled by Shear w/ axial load

$$m_{LS} = 2$$

$$m_{CP} = 3$$

$$m_{CP}/m_{LS} = 1.5$$

Non-conforming Shear walls in flexure, low axial & shear

$$m_{LS} = 2.5$$

$$m_{CP} = 4$$

$$m_{CP}/m_{LS} = 1.6$$

Collapse Prevention @ BSE-2E will govern the Evaluation

Project Title: **North Pier Parking Structure**

Project Engineer: **Sohban S. Khan, P.E.**

Engineer of Record:

Date: **2/11/2022**

Historical Seismic Force Comparison

Seismic Dead Weight = 9661 kips (prior to 1991 repairs)

Seismic Dead Weight = 10728 kips (after 1991 repairs)

UBC/ASCE 7 seismic code forces

Year	Acc. %W	V_e		% diff
1961	0.1333	1287.81	Service Level	1.0
1991	0.1833	1966.44	Service Level	1.53
2005	0.269	2885.83	Factored Level	1.13
2010	0.218	2338.70	Factored Level	0.81
2016	0.253	2714.18	Factored Level	1.16

ASCE 31/41 Pseudo Lateral forces (BSE-2E) - Tier 2

X-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	1.547	16596.22	ASCE 31-03	1.0
2013	1.743	18698.90	ASCE 41-13	1.13
2017	2.059	22088.95	ASCE 41-17	1.18

ASCE 31/41 Pseudo Lateral forces (BSE-2E) - Tier 2

Y-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	1.308	14032.22	ASCE 31-03	1.0
2013	1.474	15813.07	ASCE 41-13	1.13
2017	1.741	18677.45	ASCE 41-17	1.18

ASCE 31/41 Pseudo Lateral forces (BSE-1E) - Tier 2

X-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	0.887	9515.74	ASCE 31-03	1.0
2013	1.096	11757.89	ASCE 41-13	1.24
2017	1.18	12659.04	ASCE 41-17	1.08

ASCE 31/41 Pseudo Lateral forces (BSE-1E) - Tier 2

Y-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	0.75	8046.00	ASCE 31-03	1.0
2013	0.9266	9940.56	ASCE 41-13	1.24
2017	0.9979	10705.47	ASCE 41-17	1.08



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CLIENT City of Redondo Beach
PROJECT North Pier
JOB No 37-009397.00
CALCULATION BY Sohban S. Khan
CHECKED BY Sohban S. Khan
APPROVED BY
SECTION ASCE 31-03
SHEET 1 OF 6
DRAWING NO
DATE 12-15-2021
DATE
Units Kips-inches
OBJECT ASCE 31-03 Seismic Force Distribution for Tier 1 Analysis

Given Data:

Project zip code = 90277 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, su = 1000 to 2000 psf, vs = 600 to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.466 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.624 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.5$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$ $S_{xs} = 1.466 \cdot g$ Ref: Eq (2-1) These are the spectral design values for BSE-2N

$S_{x1} := F_v \cdot S_1$ $S_{x1} = 0.936 \cdot g$ Ref: Eq (2-2)

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$T_s := \frac{S_{x1}}{S_{xs}}$ $T_s = 0.638$

$T_0 := 0.2 \cdot T_s$ $T_0 = 0.128$

$\beta := 0.05$ $B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))}$ $B_1 = 1.002$

$T_L := 8$

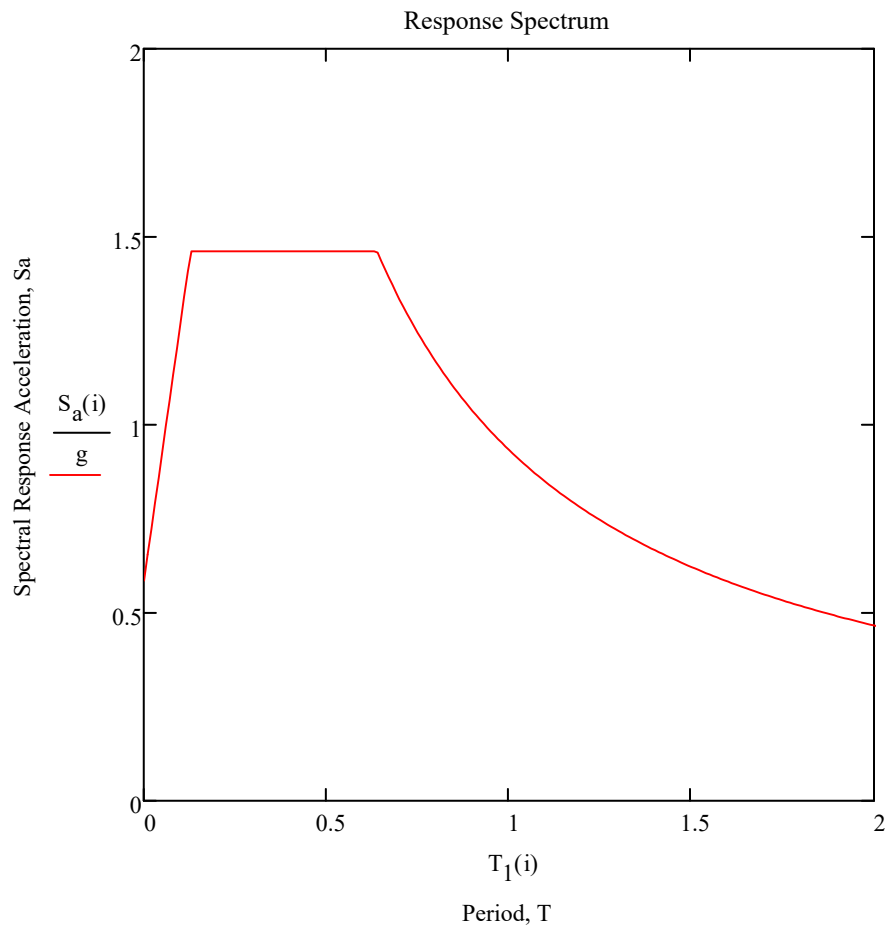


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$i := 0, 0.01 \dots T_L \quad T_1(i) := i$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$



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$S_{DS_1N} := 0.67 \cdot S_{xs}$ $S_{DS_1N} = 0.982 \cdot g$ These are the spectral design values for BSE-1N

$S_{D1_1N} := 0.67 \cdot S_{x1}$ $S_{D1_1N} = 0.627 \cdot g$

$S_{DS_2E} := 0.7437 \cdot S_{xs}$ $S_{DS_2E} = 1.09 \cdot g$ These are the spectral design values for BSE-2E

$S_{D1_2E} := 0.758 \cdot S_{x1}$ $S_{D1_2E} = 0.709 \cdot g$

$S_{DS_1E} := 0.4263 \cdot S_{xs}$ $S_{DS_1E} = 0.625 \cdot g$ These are the spectral design values for BSE-1E

$S_{D1_1E} := 0.385 \cdot S_{x1}$ $S_{D1_1E} = 0.36 \cdot g$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)}$ $|h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$C_t := 0.02$ $x := 0.75$ $T_a := C_t \cdot (|h_n|)^x$ $T_a = 0.217$

$T'a := 0.1N$ $T'a = 0.200$

$C_u := 1.4$ $T_{x_calc} := 0.13$ $T_{y_calc} := 0.29$

$T_{max} := C_u \cdot T_a$ $T_{max} = 0.304$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 145$ $A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 145$

Structural dead load at roof level in pounds per square foot $w_r := 205$ $A_r := 33750$

Seismic dead load in kips $\underline{W} := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot A_f + w_r \cdot A_r]}{1000}$ $W = 11554.11$

Calculation for Design Base Shear in X and Y direction (using ASCE 31-03) - Tier 1

$\underline{C} := 1.2$ $S_{a_tier1} := \min\left(\frac{S_{xs}}{g}, \frac{S_{x1}}{T_a \cdot g}\right)$ $S_{a_tier1} = 1.466$

$C \cdot S_{a_tier1} = 1.759$



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$$V_w := C \cdot S_{a_tier1} \cdot W$$

$V = 20325.99$ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level

$$V_{2E} := 0.7437 \cdot V \quad V_{2E} = 15116.44 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{1E} := 0.4263 \cdot V \quad V_{1E} = 8664.97 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$i := 1..N$

$$w'(i) := \begin{cases} w1 \cdot \frac{A1}{1000} & \text{if } i = 1 \\ w_typ \cdot \frac{Af}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} w1 \cdot \frac{Ar}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$i := N..N-1$

$$k_x := \begin{cases} 1 & \text{if } T_{x_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$

$$k_y := \begin{cases} 1 & \text{if } T_{y_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$F_x(i) := C_{vx}(i) \cdot V_{1E}$	$S_x(x) := \sum_{i=x}^N F_x(i)$	$i =$	$C_{vx}(i) =$	$C_{vy}(i) =$	$h'(i) =$								
		<table border="1"><tr><td>2</td></tr><tr><td>1</td></tr></table>	2	1	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>24</td></tr><tr><td>13</td></tr></table>	24	13
2													
1													
0.734													
0.266													
0.734													
0.266													
24													
13													
$F_y(i) := C_{vy}(i) \cdot V_{1E}$	$S_y(x) := \sum_{i=x}^N F_y(i)$												



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$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

- **Design story forces (Pier and Village level)**

**Story
Weight**

Lateral Story Forces

Cumm. Story shears

w(i) =

6918.8
4635.4

|Fx(i)| =

6357.74
2307.23

|Fy(i)| =

6357.74
2307.23

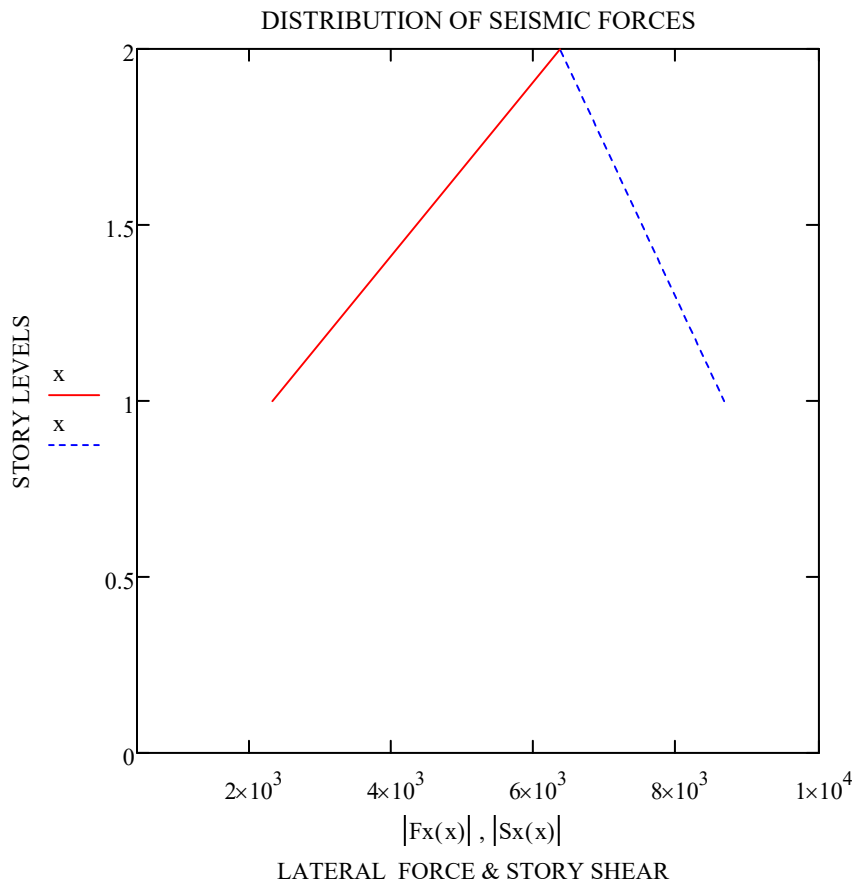
|Sx(i)| =

6357.74
8664.97

|Sy(i)| =

6357.74
8664.97

$x := 1..N$





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- Diaphragm Seismic Forces**

$i := 1..N$

$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

- Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6918.75	6357.74	6357.74	1	0.919
1	4635.36	3476.27	2307.23	1.507	0.498

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6918.75	6357.74	6357.74	1	0.919
1	4635.36	3476.27	2307.23	1.507	0.498



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CLIENT City of Redondo Beach
PROJECT North Pier
JOB No 37-009397.00
CALCULATION BY Sohban S. Khan
CHECKED BY Sohban S. Khan
APPROVED BY
SECTION ASCE 41-17
SHEET 1 OF 6
DRAWING NO
DATE 12-15-2021
DATE
Units Kips-inches
OBJECT ASCE 41-17 Seismic Force Distribution for Tier 1 Analysis

Given Data:

Project zip code = 90277 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, $s_u = 1000$ to 2000 psf, $v_s = 600$ to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.9 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.686 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.7$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$ $S_{xs} = 1.9 \cdot g$ Ref: Eq (2-1) These are the spectral design values for BSE-2N

$S_{x1} := F_v \cdot S_1$ $S_{x1} = 1.166 \cdot g$ Ref: Eq (2-2)

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$$T_s := \frac{S_{x1}}{S_{xs}} \quad T_s = 0.614$$

$$T_0 := 0.2 \cdot T_s \quad T_0 = 0.123$$

$$\beta := 0.05 \quad B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))} \quad B_1 = 1.002$$

$$T_L := 8$$

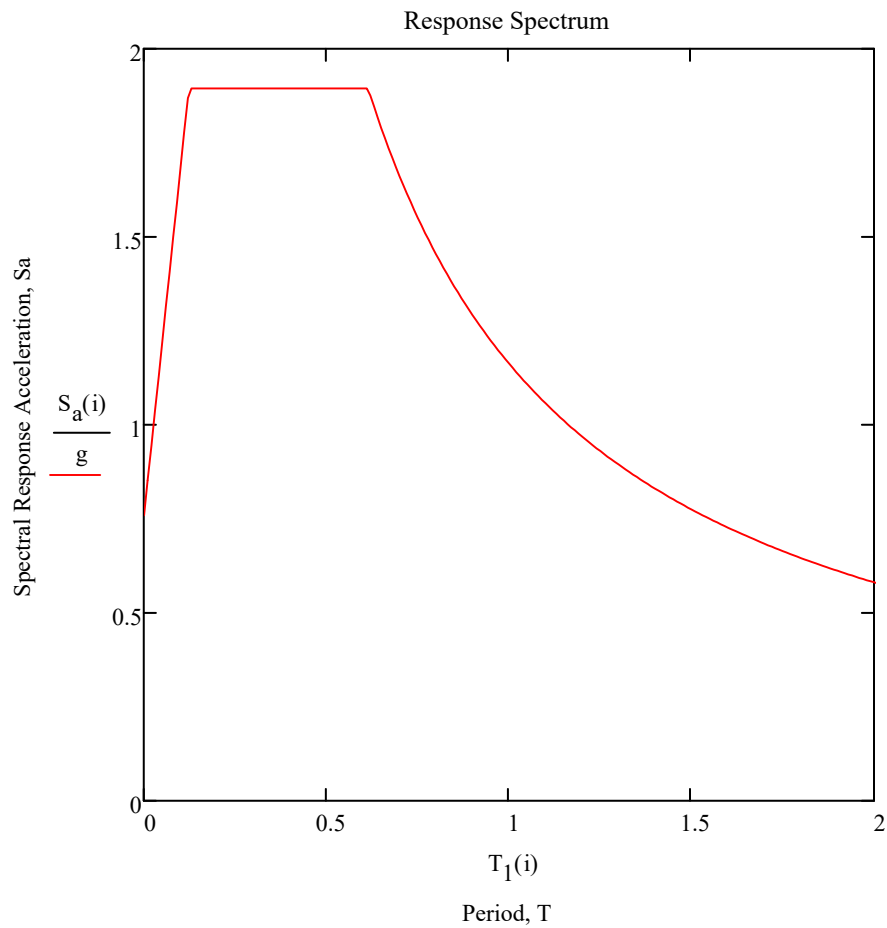


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$i := 0, 0.01 \dots T_L \quad T_1(i) := i$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$



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$$S_{DS_1N} := 0.67 \cdot S_{xs} \quad S_{DS_1N} = 1.273 \cdot g \quad \text{These are the spectral design values for BSE-1N}$$

$$S_{D1_1N} := 0.67 \cdot S_{x1} \quad S_{D1_1N} = 0.781 \cdot g$$

$$S_{DS_2E} := 0.7437 \cdot S_{xs} \quad S_{DS_2E} = 1.413 \cdot g \quad \text{These are the spectral design values for BSE-2E}$$

$$S_{D1_2E} := 0.758 \cdot S_{x1} \quad S_{D1_2E} = 0.884 \cdot g$$

$$S_{DS_1E} := 0.4263 \cdot S_{xs} \quad S_{DS_1E} = 0.81 \cdot g \quad \text{These are the spectral design values for BSE-1E}$$

$$S_{D1_1E} := 0.385 \cdot S_{x1} \quad S_{D1_1E} = 0.449 \cdot g$$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)} \quad |h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$$C_t := 0.02 \quad x := 0.75 \quad T_a := C_t \cdot (|h_n|)^x \quad T_a = 0.217$$

$$T_a := 0.1N \quad T_a = 0.200$$

$$C_u := 1.4 \quad T_{x_calc} := 0.13 \quad T_{y_calc} := 0.29$$

$$T_{max} := C_u \cdot T_a \quad T_{max} = 0.304$$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 145 \quad A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 145$

Structural dead load at roof level in pounds per square foot $w_r := 205 \quad A_r := 33750$

$$\text{Seismic dead load in kips} \quad W := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot A_f + w_r \cdot A_r]}{1000} \quad W = 11554.11$$

Calculation for Design Base Shear in X and Y direction (using ASCE 41-17) - Tier 1

$$C := 1.2 \quad S_{a_tier1} := \min\left(\frac{S_{xs}}{g}, \frac{S_{x1}}{T_a \cdot g}\right) \quad S_{a_tier1} = 1.9$$

$$C \cdot S_{a_tier1} = 2.28$$



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$$V_w := C \cdot S_{a_tier1} \cdot W$$

$V = 26343.37$ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level

$$V_{2E} := 0.7437 \cdot V \quad V_{2E} = 19591.56 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{1E} := 0.4263 \cdot V \quad V_{1E} = 11230.18 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$i := 1..N$

$$w'(i) := \begin{cases} w1 \cdot \frac{A1}{1000} & \text{if } i = 1 \\ w_typ \cdot \frac{Af}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} w1 \cdot \frac{Ar}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$i := N..N-1$

$$k_x := \begin{cases} 1 & \text{if } T_{x_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$

$$k_y := \begin{cases} 1 & \text{if } T_{y_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$F_x(i) := C_{vx}(i) \cdot V_{1E}$	$S_x(x) := \sum_{i=x}^N F_x(i)$	$i =$	$C_{vx}(i) =$	$C_{vy}(i) =$	$h'(i) =$								
		<table border="1"><tr><td>2</td></tr><tr><td>1</td></tr></table>	2	1	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>24</td></tr><tr><td>13</td></tr></table>	24	13
2													
1													
0.734													
0.266													
0.734													
0.266													
24													
13													
$F_y(i) := C_{vy}(i) \cdot V_{1E}$	$S_y(x) := \sum_{i=x}^N F_y(i)$												



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$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

- **Design story forces (Pier and Village level)**

Story Weight

Lateral Story Forces

Cumm. Story shears

w(i) =

6918.8
4635.4

|Fx(i)| =

8239.91
2990.27

|Fy(i)| =

8239.91
2990.27

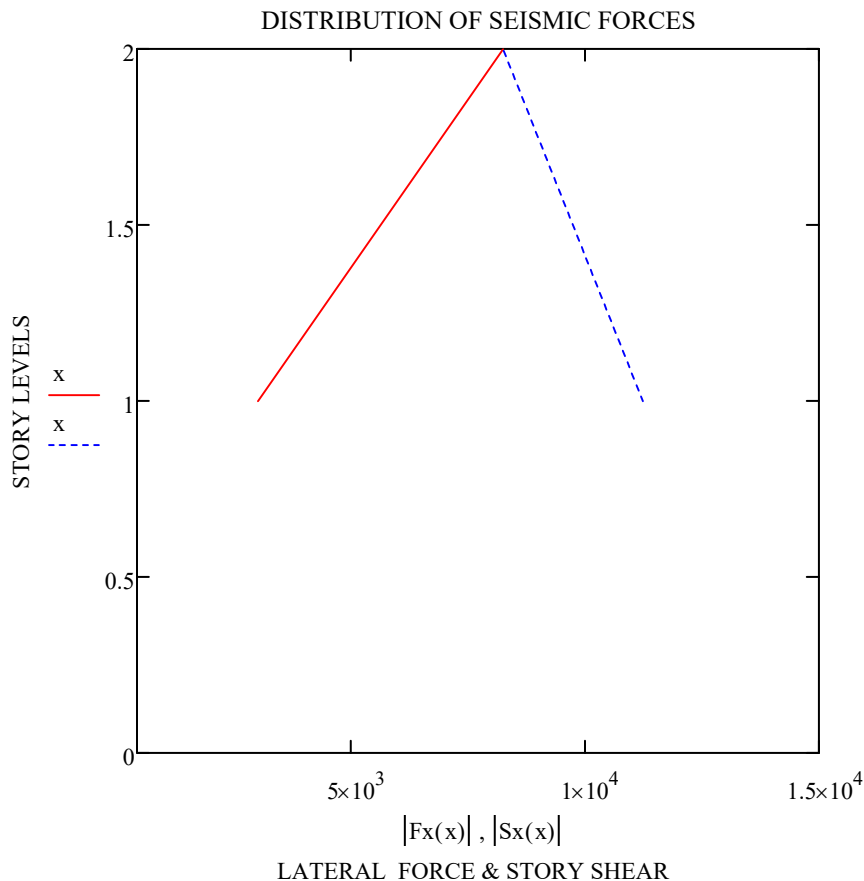
|Sx(i)| =

8239.91
11230.18

|Sy(i)| =

8239.91
11230.18

$x := 1..N$





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- Diaphragm Seismic Forces**

$i := 1..N$

$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

- Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6918.75	8239.91	8239.91	1	1.191
1	4635.36	4505.4	2990.27	1.507	0.645

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6918.75	8239.91	8239.91	1	1.191
1	4635.36	4505.4	2990.27	1.507	0.645



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CLIENT City of Redondo Beach
PROJECT North Pier
JOB No 37-009397.00
CALCULATION BY Sohban S. Khan
CHECKED BY Sohban S. Khan
APPROVED BY
SECTION ASCE 41-17
SHEET 1 OF 7
DRAWING NO
DATE 02-10-2022
DATE
Units Kips-inches
OBJECT ASCE 41-17 Seismic Force Distribution for Tier 2 Analysis

Given Data:

Project zip code = 90278 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, $s_u = 1000$ to 2000 psf, $v_s = 600$ to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.9 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.688 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.7$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$	$S_{xs} = 1.9 \cdot g$	Ref: Eq (2-1)	These are the spectral design values for BSE-2N
$S_{x1} := F_v \cdot S_1$	$S_{x1} = 1.17 \cdot g$	Ref: Eq (2-2)	

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$$T_s := \frac{S_{x1}}{S_{xs}} \quad T_s = 0.616$$

$$T_0 := 0.2 \cdot T_s \quad T_0 = 0.123$$

$$\beta := 0.05 \quad B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))} \quad B_1 = 1.002$$

$$T_L := 8$$

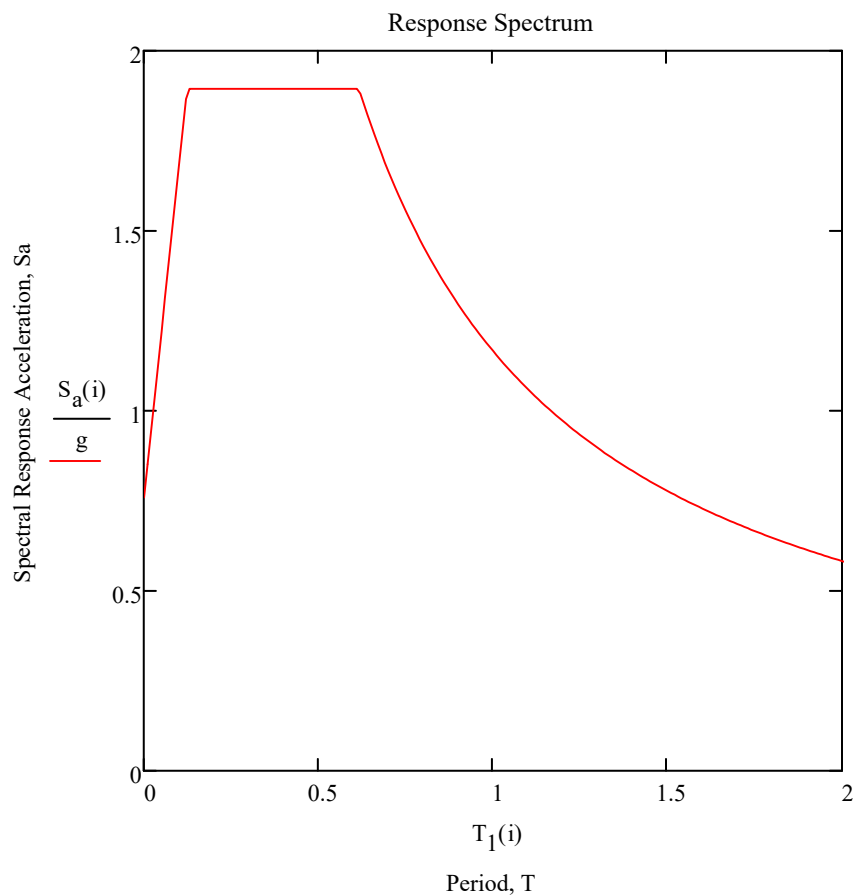


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$i := 0, 0.01 \dots T_L \quad T_1(i) := i$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$





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$$S_{DS_1N} := 0.67 \cdot S_{xs} \quad S_{DS_1N} = 1.273 \cdot g \quad \text{These are the spectral design values for BSE-1N}$$

$$S_{D1_1N} := 0.67 \cdot S_{x1} \quad S_{D1_1N} = 0.784 \cdot g$$

$$S_{DS_2E} := 0.7437 \cdot S_{xs} \quad S_{DS_2E} = 1.413 \cdot g \quad \text{These are the spectral design values for BSE-2E}$$

$$S_{D1_2E} := 0.758 \cdot S_{x1} \quad S_{D1_2E} = 0.887 \cdot g$$

$$S_{DS_1E} := 0.4263 \cdot S_{xs} \quad S_{DS_1E} = 0.81 \cdot g \quad \text{These are the spectral design values for BSE-1E}$$

$$S_{D1_1E} := 0.385 \cdot S_{x1} \quad S_{D1_1E} = 0.45 \cdot g$$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)} \quad |h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$$C_t := 0.02 \quad x := 0.75 \quad T_a := C_t \cdot (|h_n|)^x \quad T_a = 0.217$$

$$T'a := 0.1N \quad T'a = 0.200$$

$$C_u := 1.4 \quad T_{x_calc} := 0.13 \quad T_{y_calc} := 0.29$$

$$T_{max} := C_u \cdot T_a \quad T_{max} = 0.304$$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 147$ $A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 147$

Structural dead load at roof level in pounds per square foot $wr := 179$ $Ar := 33750$

$$\text{Seismic dead load in kips} \quad W := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot A_f + wr \cdot Ar]}{1000} \quad W = 10740.55$$

Calculation for Design Base Shear in X and Y direction (using ASCE 41-17)

X-Direction Seismic Lateral Forces



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$$C_{1x} := 1.417 \quad C_{2x} := 1.031 \quad C_{1x} \cdot C_{2x} = 1.461 \quad C_m := 1.0 \quad S_{av} := \frac{S_{xs}}{B_1 \cdot g} \quad S_a = 1.896$$

$$C_m \cdot C_{1x} \cdot C_{2x} \cdot S_a = 2.769$$

$$V_x := C_m \cdot C_{1x} \cdot C_{2x} \cdot S_a \cdot W$$

$$V_x = 29742.85 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level}$$

$$V_{x_2E} := 0.7437 \cdot V_x \quad V_{x_2E} = 22119.76 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{x_1E} := 0.4263 \cdot V_x \quad V_{x_1E} = 12679.38 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Y-Direction Seismic Lateral Forces

$$C_{1y} := 1.198 \quad C_{2y} := 1.015 \quad C_{1y} \cdot C_{2y} = 1.216 \quad C_m \cdot C_{1y} \cdot C_{2y} \cdot S_a = 2.305$$

$$V_y := C_m \cdot C_{1y} \cdot C_{2y} \cdot S_a \cdot W$$

$$V_y = 24755.8 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N}$$

$$V_{y_2E} := 0.7437 \cdot V_y \quad V_{y_2E} = 18410.89 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{y_1E} := 0.4263 \cdot V_y \quad V_{y_1E} = 10553.4 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$$i := 1..N$$

$$w'(i) := \begin{cases} w_1 \cdot \frac{A_1}{1000} & \text{if } i = 1 \\ w_{typ} \cdot \frac{A_f}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} w_r \cdot \frac{A_r}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$$i := N..N-1$$

$$k_x := \begin{cases} 1 & \text{if } T_{x_{calc}} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_{calc}} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$



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$$k_y := \begin{cases} 1 & \text{if } T_{y_{\text{calc}}} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_{\text{calc}}} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$$F_x(i) := C_{vx}(i) \cdot V_{x_2E} \quad S_x(x) := \sum_{i=x}^N F_x(i) \quad i = \begin{bmatrix} 2 \\ 1 \end{bmatrix} \quad C_{vx}(i) = \begin{bmatrix} 0.704 \\ 0.296 \end{bmatrix} \quad C_{vy}(i) = \begin{bmatrix} 0.704 \\ 0.296 \end{bmatrix} \quad h'(i) = \begin{bmatrix} 24 \\ 13 \end{bmatrix}$$

$$F_y(i) := C_{vy}(i) \cdot V_{y_2E} \quad S_y(x) := \sum_{i=x}^N F_y(i)$$

$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

• **Design story forces (Pier and Village level)**

Story Weight

Lateral Story Forces

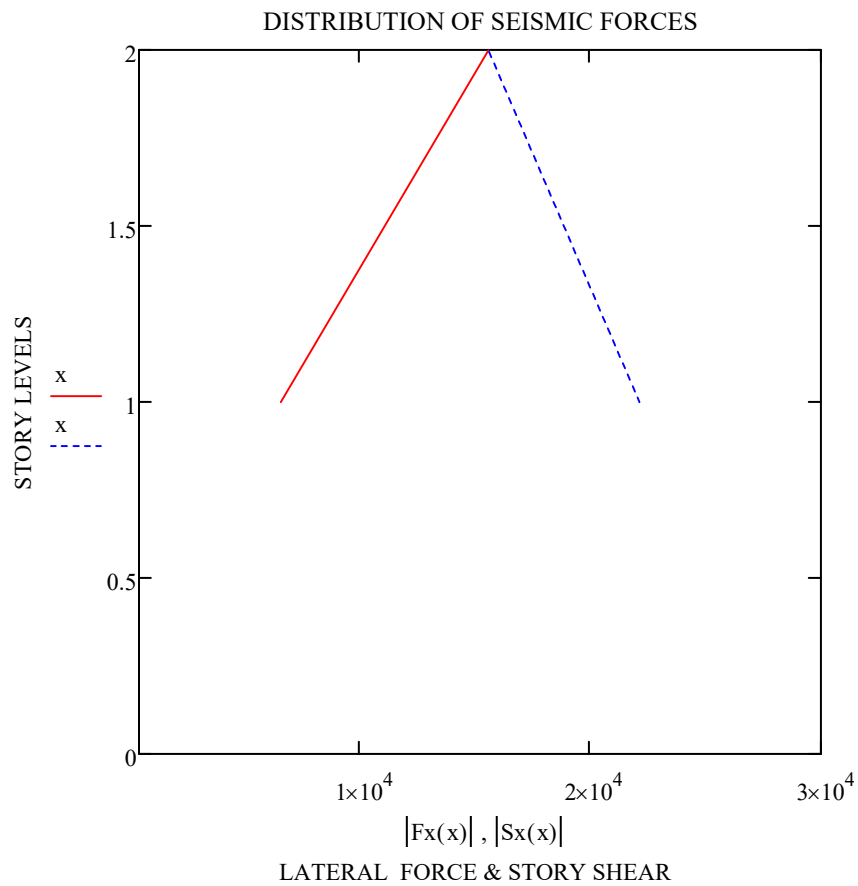
Cumm. Story shears

w(i) =	F _x (i) =	F _y (i) =	S _x (i) =	S _y (i) =
6041.3	15562.55	12953.14	15562.55	12953.14
4699.3	6557.21	5457.74	22119.76	18410.89



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$x := 1..N$



- **Diaphragm Seismic Forces**

$i := 1..N$



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$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

- Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6041.25	15562.55	15562.55	1	2.576
1	4699.3	9678.03	6557.21	1.476	1.395

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6041.25	12953.14	12953.14	1.201	2.144
1	4699.3	8055.29	5457.74	1.773	1.161

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Shear wall Flexural and Shear Capacity Check

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f'c psi	Steel fy ksi	Flexure m-factor		Shear m-factor		knowledge k-factor	Code Model	Pseudo Force Level	Wall Axial P _G (kips)	Wall Shear V _{UD} (kips)	Wall Moment M _{UD} (kips)
					LS	CP	LS	CP						
Pier Level at Line 11/Y	10	37.5	5500	60	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	295	4876	62420
Basement Level at Line 11/Y	15.5	78	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	555	7720	60306
Basement Level at Line 11/X	10	9	7000	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	183	384	2991
Basement Level at Line 3/Y	24	13	6600	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	771	2350	34374
Basement Level at Line 3/Z	24	21	5200	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	173	8161	80010
Basement Level at Line Z/(2-3)	10	29	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	110	3769	30870
Basement Level at Line Z/(5-6)	10	29	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	112.5	4144	33475
Basement Level at Line X2/(1-3)	8	82	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	582	2272	27104
Basement Level at Line X2/(4-11)	8	189	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	582	13610	113424

Wall ID	Wall thick (in.)	Wall Length (ft.)	P _G /(t _w l _w f'c)	V _{UD} /(t _w l _w √ f'c)	V _{DE} /(t _w l _w √ f'c)	Confined Boundary	Wall Moment M _{CE} (kips)	Wall Shear V _{CE} (kips)	DCR Flexure	DCR Shear	Wall Shear Design, V _{DE}	Performance Acceptance Status	
												Flexure	Shear
Pier Level at Line 11/Y	10	37.5	0.01	14.61	6.97	Yes	25578	1558.46	2.440	3.13	2325.27	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line 11/Y	15.5	78	0.01	7.18	7.88	No	101703	5271.10	0.593	1.46	8475.25	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line 11/X	10	9	0.02	4.25	2.50	No	2716	299.52	1.101	1.28	226.33	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line 3/Y	24	13	0.03	7.73	4.06	No	14801	776.81	2.322	3.03	1233.42	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line 3/Z	24	21	0.01	18.71	3.98	No	20830	1144.41	3.841	7.13	1735.83	Wall is Overstressed in Flexure	Wall is Overstressed in Shear
Basement Level at Line Z/(2-3)	10	29	0.01	14.60	5.42	No	16798	1038.17	1.838	3.63	1399.83	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line Z/(5-6)	10	29	0.01	16.06	5.59	No	17312	1038.17	1.934	3.99	1442.67	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line X2/(1-3)	8	82	0.01	3.89	17.65	No	123667	2348.41	0.219	0.97	10305.58	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line X2/(4-11)	8	189	0.01	10.11	11.30	No	182400	5412.79	0.622	2.51	15200.00	Wall is OK in Flexure	Wall is OK in Shear

Wall ID	Remarks
Pier Level at Line 11/Y	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line 11/Y	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line 11/X	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line 3/Y	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line 3/Z	Wall is overstressed in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line Z/(2-3)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line Z/(5-6)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line X2/(1-3)	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line X2/(4-11)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention

Table 10-21. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Flexure

Conditions	<i>m</i> -Factors ^a				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
		LS	CP	LS	CP
i. Structural walls and wall segments					
$\frac{(A_s - A'_s)f_{yE} + P^b}{t_w l_w f_{cE}}$	$\frac{V^c}{t_w l_w \sqrt{f'_{cE}}}$	Confined Boundary ^d			
≤0.1	≤4	Yes	2	4	6
≤0.1	≥6	Yes	2	3	4
≥0.25	≤4	Yes	1.5	3	4
≥0.25	≥6	Yes	1.25	2	2.5
≤0.1	≤4	No	2	2.5	4
≥0.25	≥6	No	1.25	1.5	1.75
ii. Structural wall coupling beams ^e					
Longitudinal reinforcement and transverse reinforcement ^f		$\frac{V^c}{t_w l_w \sqrt{f'_{cE}}}$			
Conventional longitudinal reinforcement with conforming transverse reinforcement		≤3	2	4	6
Conventional longitudinal reinforcement with nonconforming transverse reinforcement		≥6	1.5	3	4
Diagonal reinforcement		NA	2	5	7

^a Linear interpolation between values listed in the table shall be permitted.
^b P is the axial force in the member. Alternatively, use of axial loads determined based on limit-state analysis shall be permitted.
^c V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.
^d A boundary element shall be considered confined where transverse reinforcement exceeds 75% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed 8d_b. It shall be permitted to take modeling parameters and acceptance criteria as 80% of confined values where boundary elements have at least 50% of the requirements given in ACI 318

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	<i>m</i> -Factors				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
		LS	CP	LS	CP
i. Structural walls and wall segments ^a					
$\frac{(A_s - A'_s)f_{yE} + P}{t_w l_w f_{cE}} \leq 0.05$	2	2.5	3	4.5	6
$\frac{(A_s - A'_s)f_{yE} + P}{t_w l_w f_{cE}} > 0.05$	1.5	2	3	3	4
ii. Structural wall coupling beams ^b					
Longitudinal reinforcement and transverse reinforcement ^c		$\frac{V_d}{t_w l_w \sqrt{f'_{cE}}}$			
Conventional longitudinal reinforcement with conforming transverse reinforcement		≤3	1.5	3	4
Conventional longitudinal reinforcement with nonconforming transverse reinforcement		≥6	1.2	2	2.5
		≤3	1.5	2.5	3
		≥6	1.2	1.2	1.5

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 A_g f_{cE}. It shall be permitted to calculate the axial load based on limit-state analysis.
^b For secondary coupling beams spanning <8 ft 0 in, with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing ≤ d/3, and (b) strength of closed stirrups V_s ≥ 3/4 of required shear strength of the coupling beam.
^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

- and spacing of transverse reinforcement does not exceed $8d_b$. Otherwise, boundary elements shall be considered not confined.
- ^e For secondary coupling beams spanning < 8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
- ^f Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $\leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Shear wall Reinforcement Check

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f`c (psi)	Wall Jamb Reinf.	Wall Reinf. Vertical	Wall Reinf. Horizonatal	Wall Reinf. Av (in^2/ft)	Steel fy ksi	Reinf Ratio	Ratio Limit	Shear m-factor		Code Model	Pseudo Force Level	Wall Axial P _G (kips)	Wall Shear V _{UD} (kips)
Line X (Basement Level)	8	88	5500		#6 @ 6" OC (center)	#5 @ 18" OC (center)	0.207	40	0.0022	0.002	2.5	3	ASCE 41-17	BSE-2E	772	2272
Line X (Basement Level)	8	189	5500		#6 @ 6" OC (center)	#5 @ 18" OC (center)	0.207	40	0.0022	0.002	2.5	3	ASCE 41-17	BSE-2E	2045	13610
Line Z (Basement Level) (2 - 3)	10	28	5500		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	836	3599
Line Z (Basement Level) (5 - 6)	10	28	5500		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	836	3811
Line 3 (Basement Level) at Line Y	24	13	6600	(9) #10	#4 @ 6" OC (EF)	#4 @ 18" OC (EF)	0.267	60	0.0009	0.002	2.5	3	ASCE 41-17	BSE-2E	725	2306
Line 3 (Basement Level) at Line Y	24	21	5200	(9) #10	#4 @ 6" OC (EF)	#4 @ 18" OC (EF)	0.267	60	0.0009	0.002	2.5	3	ASCE 41-17	BSE-2E	725	8161
Line 11 (Pier Level) at Line Y	10	37.5	7000		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	295.5	5227

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f`c (psi)	P/tw lw f`c	V/tw lw √f`c	Allowable Shear Stress (psi)	Wall Shear Stress (psi)	Wall Shear V _{CE} (kips)	DCR shear	Wall Shear Status	Wall Reinf. Status	Remarks
Line X (Basement Level)	8	88	5500	0.02	3.626	148.32	107.58	1980.51	1.15	OK	OK	Old wall built in 1962
Line X (Basement Level)	8	189	5500	0.02	10.114	148.32	300.04	4253.59	3.20	Not Good	OK	Old wall built in 1962
Line Z (Basement Level) (2 - 3)	10	28	5500	0.05	14.443	148.32	428.45	1170.37	3.08	Not Good	OK	New wall built in 1992
Line Z (Basement Level) (5 - 6)	10	28	5500	0.05	15.294	148.32	453.69	1170.37	3.26	Not Good	OK	New wall built in 1992
Line 3 (Basement Level) at Line Y	24	13	6600	0.03	7.581	162.48	246.37	816.33	2.82	Not Good	Not Good	Old wall built in 1962
Line 3 (Basement Level) at Line Y	24	21	5200	0.02	18.712	144.22	539.75	1208.25	6.75	Not Good	Not Good	Old wall built in 1962
Line 11 (Pier Level) at Line Y	10	37.5	7000	0.01	13.883	167.33	464.62	1652.99	3.16	Not Good	OK	New wall built in 1992

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	<i>m</i> -Factors				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
		LS	CP	LS	CP
i. Structural walls and wall segments ^a $\frac{(A_s - A'_s)f_{yE} + P}{t_w I_w f'_{cE}} \leq 0.05$	2	2.5	3	4.5	6
$\frac{(A_s - A'_s)f_{yE} + P}{t_w I_w f'_{cE}} > 0.05$	1.5	2	3	3	4
ii. Structural wall coupling beams ^b Longitudinal reinforcement and transverse reinforcement ^c $\frac{V_d}{t_w I_w \sqrt{f'_{cE}}}$					
Conventional longitudinal reinforcement with conforming transverse reinforcement ≤ 3	1.5	3	4	4	6
Conventional longitudinal reinforcement with nonconforming transverse reinforcement ≥ 6	1.2	2	2.5	2.5	3.5
Conventional longitudinal reinforcement with conforming transverse reinforcement ≤ 3	1.5	2.5	3	3	4
Conventional longitudinal reinforcement with nonconforming transverse reinforcement ≥ 6	1.2	1.2	1.5	1.5	2.5

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 $A_g f'_{cE}$. It shall be permitted to calculate the axial load based on limit-state analysis.

^b For secondary coupling beams spanning <8 ft 0 in, with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.

^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $\leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.

^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Waffle Shear wall Axial, Flexural and Shear Check

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	Wall f'c psi	Axial m-factor		Flexure m-factor		Shear m-factor		knowledge k-factor	Long. Reinf. As (in^2)	Tie Reinf. Av (in^2)	Ties Sp. (in)	Steel fy ksi
					LS	CP	LS	CP	LS	CP					
Shear wall truss at line Z	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line Z	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line X	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line X	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line 3	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line 3	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	Av Reinf Ratio	Compression	Tension	Puf/Ag f'c	As Reinf Ratio	Truss Shear V _{UD} (kips)	Truss Moment M _{UD} (kips)	M _{UD} /(V _{UD} d)	V/tw lw √f'c	Truss Moment M _{CE} (kips)	Truss Shear V _{CE} (kips)	Compression	Tension
					Axial Load Puf (kips)	Axial Load Tuf (kips)									Truss Axial P _{CE} (kips)	Truss Axial T _{CE} (kips)
Shear wall truss at line Z	12	12	2	0.0004	256.5	255.5	0.356	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line Z	12	12	2	0.0004	239	250	0.332	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line X	12	12	2	0.0004	428	416	0.594	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line X	12	12	2	0.0004	388	371	0.539	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line 3	12	12	2	0.0004	974.5	864	1.353	0.006	43	82	0.182	2.111	33.26	23.66	369.26	95.04
Shear wall truss at line 3	12	12	2	0.0004	646.5	360	0.898	0.006	25	44	0.168	1.228	33.26	23.66	369.26	95.04

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	DCR axial (comp.)	DCR axial (tension)	DCR flexure	DCR shear	Truss Shear V _O (kips)	Truss Shear V _p (kips)	Vp/Vo	Performance Acceptance Status Axial (Compression)	Performance Acceptance Status Axial (Tension)	Performance Acceptance Status Flexure	Performance Acceptance Status Shear
Shear wall truss at line Z	12	12	2	0.69	2.69	0.14	0.14	46.87	33.264	0.71	Wall Truss OK in Axial Compression	Wall Truss OK in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line Z	12	12	2	0.65	2.63	0.14	0.14	46.87	33.264	0.71	Wall Truss OK in Axial Compression	Wall Truss OK in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line X	12	12	2	1.16	4.38	0.14	0.14	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line X	12	12	2	1.05	3.90	0.14	0.14	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line 3	12	12	2	2.64	9.09	2.47	1.82	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is Overstressed in Shear
Shear wall truss at line 3	12	12	2	1.75	3.79	1.32	1.06	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear

Waffle Shear wall Truss Top & Bottom chord Axial Check

Wall ID	Truss Depth (in.)	Truss Width (in.)	Wall f'c psi	Axial m-factor		Shear m-factor		knowledge k-factor	Long. Reinf. As (in^2)	Tie Reinf. Av (in^2)	Ties Sp. (in)	Steel fy ksi	Av Reinf Ratio	Compression	Puf/Ag f'c	As Reinf Ratio
				LS	CP	LS	CP							Axial Load Puf (kips)		
Shear wall truss at line Z	14	10	5000	1	1	5	8	1	6	0.11	24	60	0.0005	188	0.269	0.025
Shear wall truss at line Z	12	12	5000	1	1	5	8	1	4.74	0.2	30	60	0.0006	160	0.222	0.013

Wall ID	Truss Depth (in.)	Truss Width (in.)	Wall f'c psi	Tension	Compression	Tension	Chord Axial Chord Shear	DCR Axial (comp.)	DCR Axial (tension)	DCR shear	Performance Acceptance Status Axial Compression	Performance Acceptance Status Axial Tension	Performance Acceptance Status Shear
				Axial Load Tuf (kips)	Truss Shear V _{UD} (kips)	Chord Axial P _{CE} (kips)							
Shear wall truss at line Z	14	10	5000	501	16.6	483.34	324	23.65	0.39	1.55	Truss Chord is OK in Axial Compression	Truss Chord is NG in Axial Tension	Truss Chord is OK in Shear
Shear wall truss at line Z	12	12	5000	132	13.7	455.65	255.96	25.16	0.35	0.52	Truss Chord is OK in Axial Compression	Truss Chord is OK in Axial Tension	Truss Chord is OK in Shear

Table 10-21. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Flexure

Conditions	m-Factors ^a					
	Performance Level					
	Component Type					
	Primary			Secondary		
	IO	LS	CP	LS	CP	
I. Structural walls and wall segments						
$(A_g - A_s)/f_y f_{ce} = P^+$	V^c	Confined Boundary ^d				
$f_y f_y f_{ce}$	$f_y f_y f_{ce}$					
≤0.1	≤4	Yes	2	4	6	8
≤0.1	≥6	Yes	2	3	4	4
≤0.25	≤4	Yes	1.5	3	4	6
≤0.25	≥6	Yes	1.25	2	2.5	2.5
≤0.1	≤4	No	2	2.5	4	6
≤0.1	≥6	No	1.5	2	2.5	2.5
≤0.25	≤4	No	1.25	1.5	2	2
≤0.25	≥6	No	1.25	1.5	1.75	1.75
II. Structural wall coupling beams ^a						
Longitudinal reinforcement and transverse reinforcement ^e	V^c	$f_y f_y f_{ce}$				
Conventional longitudinal reinforcement with conforming transverse reinforcement	≤3	2	4	6	8	9
Conventional longitudinal reinforcement with nonconforming transverse reinforcement	≤3	1.5	3	4	4	7
Diagonal reinforcement	NA	2	5	7	7	10

^a Linear interpolation between values listed in the table shall be permitted.
^b P is the axial force in the member. Alternatively, use of axial loads determined based on limit-state analysis shall be permitted.
^c V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.
^d A boundary element shall be considered confined where transverse reinforcement exceeds 75% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed $8d_b$. It shall be permitted to take modeling parameters and acceptance criteria as 80% of confined values where boundary elements have at least 50% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed $8d_b$. Otherwise, boundary elements shall be considered not confined.
^e For secondary coupling beams spanning <8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^f Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing ≤ $d/3$, and (b) strength of closed stirrups V_s ≥ 3/4 of required shear strength of the coupling beam.

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	m-Factors						
	Performance Level						
	Component Type						
	Primary		Secondary				
	IO	LS	CP	LS	CP		
I. Structural walls and wall segments ^a							
$\frac{A_g - A_s}{f_y f_{ce}} = P \leq 0.05$	2	2.5	3	4.5	8		
$\frac{A_g - A_s}{f_y f_{ce}} = P > 0.05$	1.5	2	3	3	4		
II. Structural wall coupling beams ^b							
Longitudinal reinforcement and transverse reinforcement ^c	$\frac{V_u}{f_y f_y f_{ce}}$	$f_y f_y f_{ce}$					
Conventional longitudinal reinforcement with conforming transverse reinforcement	≤3	1.5	3	4	4	6	8
Conventional longitudinal reinforcement with nonconforming transverse reinforcement	≤3	1.2	2	2.5	2.5	2.5	2.5
Diagonal reinforcement	NA	2	5	7	7	10	

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 $A_g f_{ce}$. It shall be permitted to calculate the axial load based on limit-state analysis.
^b For secondary coupling beams spanning <8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing ≤ $d/3$, and (b) strength of closed stirrups V_s ≥ 3/4 of required shear strength of the coupling beam.
^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Table 10-10a. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Columns Other Than Circular with Spiral Reinforcement or Seismic Hoops as Defined in ACI 318

$\left(\frac{N_{UD}}{A_g f_{ce}}\right)$	m-Factors ^a						
	Performance Level						
	Component Type						
			Primary		Secondary		
	P _t	V _{se} /V _{code}	IO	LS	CP	LS	CP
Columns not controlled by inadequate development or splicing along the clear height ^b							
≤0.1	≥0.0175	≥0.2	1.7	3.4	4.2	6.8	8.9
		<0.6					
≥0.7	≥0.0175	≥0.2	1.2	1.4	1.7	1.4	1.7
		<0.6					
≤0.1	≤0.0005	≥0.2	1.5	2.6	3.2	2.6	3.2
		<0.6					
≥0.7	≤0.0005	≥0.2	1.0	1.0	1.0	1.0	1.0
		<0.6					
≤0.1	≥0.0175	≥0.6	1.5	2.7	3.3	6.8	8.9
		<1.0					
≥0.7	≥0.0175	≥0.6	1.0	1.0	1.0	1.0	1.0
		<1.0					
≤0.1	≤0.0005	≥0.6	1.3	1.9	2.3	1.9	2.3
		<1.0					
≥0.7	≤0.0005	≥0.6	1.0	1.0	1.0	1.0	1.0
		<1.0					
≤0.1	≥0.0175	≥1.0	1.3	1.8	2.2	6.8	8.9
		<1.0					
≥0.7	≥0.0175	≥1.0	1.0	1.0	1.0	1.0	1.0
		<1.0					
≤0.1	≤0.0005	≥1.0	1.1	1.0	1.1	1.7	2.1
		<1.0					
≥0.7	≤0.0005	≥1.0	1.0	1.0	1.0	1.0	1.0
		<1.0					
Columns controlled by inadequate development or splicing along the clear height ^b							
		≥0.0075	1.0	1.7	2.0	5.3	6.8
		≥0.0075	1.0	1.0	1.0	2.8	3.5
		≤0.0005	1.0	1.0	1.0	1.4	1.6
		≤0.0005	1.0	1.0	1.0	1.0	1.0

^a Values between those listed in the table shall be determined by linear interpolation.
^b Columns are considered to be controlled by inadequate development or splicing where the calculated steel stress at the splice exceeds the steel stress specified by Eq. (10-1a) or (10-1b). Acceptance criteria for columns controlled by inadequate development or splicing shall never exceed those of columns not controlled by inadequate development or splicing.

Table 10-13. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Beams

Conditions	m-Factors ^a				
	Performance Level				
	Component Type				
	Primary		Secondary		
	IO	LS	CP	LS	CP
Condition I. Beams controlled by flexure ^b					
$\rho = \frac{A_s}{b d}$	V^c		$\rho_s d_s / f_y f_{ce}$		
Transverse reinforcement ^c	$\rho_s d_s / f_y f_{ce}$				
≤0.0	C	≤3 (0.25)	3	5	7
≤0.0	C	≥6 (0.5)	2	3	4
≤0.5	C	≤3 (0.25)	2	3	4
≤0.5	C	≥6 (0.5)	2	2	3
≤0.0	NO	≤3 (0.25)	2	2	4
≤0.0	NC	≥6 (0.5)	1.25	2	3
≤0.5	NC	≤3 (0.25)	2	3	3
≤0.5	NC	≥6 (0.5)	1.25	2	2
Condition II. Beams controlled by shear ^b					
Stirrup spacing ≤ d/2	1.25	1.5	1.75	3	4
Stirrup spacing > d/2	1.25	1.5	1.75	2	3
Condition III. Beams controlled by inadequate development or splicing along the span ^b					
Stirrup spacing ≤ d/2	1.25	1.5	1.75	3	4
Stirrup spacing > d/2	1.25	1.5	1.75	2	3
Condition IV. Beams controlled by inadequate embedment into beam-column joint ^b					
	2	2	3	3	4

Note: f_{ce} in lb/in.² (MPa) units.
^a Values between those listed in the table shall be determined by linear interpolation.
^b Where more than one of conditions i, ii, iii, and iv occurs for a given component, use the minimum appropriate numerical value from the table.
^c "C" and "NC" are abbreviations for conforming and nonconforming transverse reinforcement. Transverse reinforcement is conforming if, within the flexural plastic hinge region, hoops are spaced at ≤ $d/3$, and if, for components of moderate and high ductility demand, the strength provided by the hoops (V_h) is at least 3/4 of the design shear. Otherwise, the transverse reinforcement is considered nonconforming.
^d V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Deformation Compatibility Check

Column ID	Level	Col Width (in.)	Col. Depth (in.)	Column Clear Height (ft.)	Column f'c psi	Col. Steel Fy ksi	Model Code	Pseudo Lateral Force	Col. Axial Load (kips)	Max. Probable Col. Moment (k-ft)	Max. Probable Col. Shear (kip)	Col. Shear Reinf. (in^2/ft)	Spacing Ties (in.)
Line 3/Z	Village	36	28	8.33	3000	60	ASCE 41-17	BSE-2E	159	3380	405.76	0.4	12
	Village	36	28	8.33	3000	60	ASCE 41-17	BSE-1E	49	1952	234.33	0.4	12
Line 1/Z	Village	30	28	8.33	3000	60	ASCE 41-17	BSE-2E	73	1081	129.77	0.4	12
	Village	30	28	8.33	3000	60	ASCE 41-17	BSE-1E	73	715	85.83	0.4	12
Line 5/Y	Village	18	22	8.33	3000	60	ASCE 41-17	BSE-2E	289	536	64.35	0.4	12
	Village	18	22	8.33	3000	60	ASCE 41-17	BSE-1E	286	255.5	30.67	0.4	12

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Column ID	Level	Col Width (in.)	Col. Depth (in.)	Column Clear Height (ft.)	Col. Shear Capacity, Vn (kip)	P/(Ag f'c) (calculated)	Av/(bw s) (calculated)	V/(bw d √ f'c) (calculated)	Axial m-factor LS CP	Knowledge k	DCR	Column Shear Status	Remarks
Line 3/Z	Village	36	28	8.33	166.42	0.05	0.001	7.35	2 2.5	0.90	2.438	Not Good	Column above Shear wall Boundary Element
	Village	36	28	8.33	166.42	0.02	0.001	4.24	2 2.5	0.90	1.408	OK	Column above Shear wall Boundary Element
Line 1/Z	Village	30	28	8.33	148.02	0.03	0.001	2.82	2 2.5	0.90	0.877	OK	
	Village	30	28	8.33	148.02	0.03	0.001	1.87	2 2.5	0.90	0.580	OK	
Line 5/Y	Village	18	22	8.33	87.38	0.22	0.002	2.97	2 2.5	0.90	0.736	OK	
	Village	18	22	8.33	87.38	0.22	0.002	1.41	2 2.5	0.90	0.351	OK	

Table 10-10a. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Columns Other Than Circular with Spiral Reinforcement or Seismic Hoops as Defined in ACI 318

<i>m</i> -Factors ^a							
Performance Level							
Component Type							
PrimarySecondary							
$\left(\frac{N_{UD}}{A_g f'_{cE}}\right)$	ρ_t	V_{yE}/V_{ColOE}	IO	LS	CP	LS	CP
Columns not controlled by inadequate development or splicing along the clear height ^b							
≤ 0.1	≥ 0.0175	≥ 0.2	1.7	3.4	4.2	6.8	8.9
		< 0.6					
≥ 0.7	≥ 0.0175	≥ 0.2	1.2	1.4	1.7	1.4	1.7
		< 0.6					
≤ 0.1	≤ 0.0005	≥ 0.2	1.5	2.6	3.2	2.6	3.2
		< 0.6					
≥ 0.7	≤ 0.0005	≥ 0.2	1.0	1.0	1.0	1.0	1.0
		< 0.6					
≤ 0.1	≥ 0.0175	≥ 0.6	1.5	2.7	3.3	6.8	8.9
		< 1.0					
≥ 0.7	≥ 0.0175	≥ 0.6	1.0	1.0	1.0	1.0	1.0
		< 1.0					
≤ 0.1	≤ 0.0005	≥ 0.6	1.3	1.9	2.3	1.9	2.3
		< 1.0					
≥ 0.7	≤ 0.0005	≥ 0.6	1.0	1.0	1.0	1.0	1.0
		< 1.0					
≤ 0.1	≥ 0.0175	≥ 1.0	1.3	1.8	2.2	6.8	8.9
≥ 0.7	≥ 0.0175	≥ 1.0	1.0	1.0	1.0	1.0	1.0
≤ 0.1	≤ 0.0005	≥ 1.0	1.1	1.0	1.1	1.7	2.1
≥ 0.7	≤ 0.0005	≥ 1.0	1.0	1.0	1.0	1.0	1.0

Table 10-13. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Beams

			<i>m</i> -Factors ^a				
			Performance Level				
			Component Type				
			Primary			Secondary	
Conditions			IO	LS	CP	LS	CP
Condition i. Beams controlled by flexure ^b							
$\rho - \rho'$		V^d					
ρ_{bal}	Transverse reinforcement ^c	$b_w d \sqrt{f'_{cE}}$					
≤0.0	C	≤3 (0.25)	3	6	7	6	10
≤0.0	C	≥6 (0.5)	2	3	4	3	5
≥0.5	C	≤3 (0.25)	2	3	4	3	5
≥0.5	C	≥6 (0.5)	2	2	3	2	4
≤0.0	NC	≤3 (0.25)	2	3	4	3	5
≤0.0	NC	≥6 (0.5)	1.25	2	3	2	4
≥0.5	NC	≤3 (0.25)	2	3	3	3	4
≥0.5	NC	≥6 (0.5)	1.25	2	2	2	3
Condition ii. Beams controlled by shear ^b							
Stirrup spacing ≤ <i>d</i> /2			1.25	1.5	1.75	3	4
Stirrup spacing > <i>d</i> /2			1.25	1.5	1.75	2	3
Condition iii. Beams controlled by inadequate development or splicing along the span ^b							
Stirrup spacing ≤ <i>d</i> /2			1.25	1.5	1.75	3	4
Stirrup spacing > <i>d</i> /2			1.25	1.5	1.75	2	3
Condition iv. Beams controlled by inadequate embedment into beam–column joint ^b							
			2	2	3	3	4

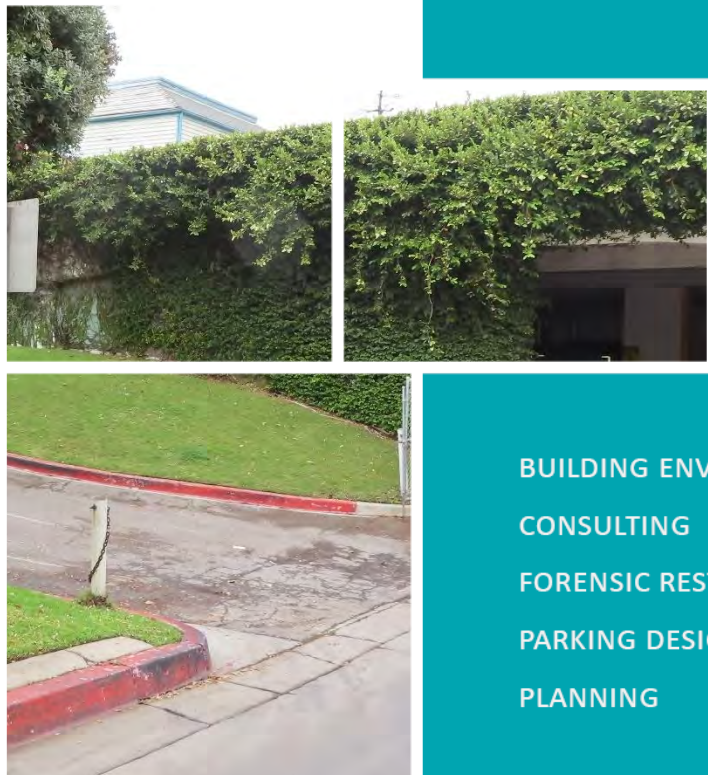
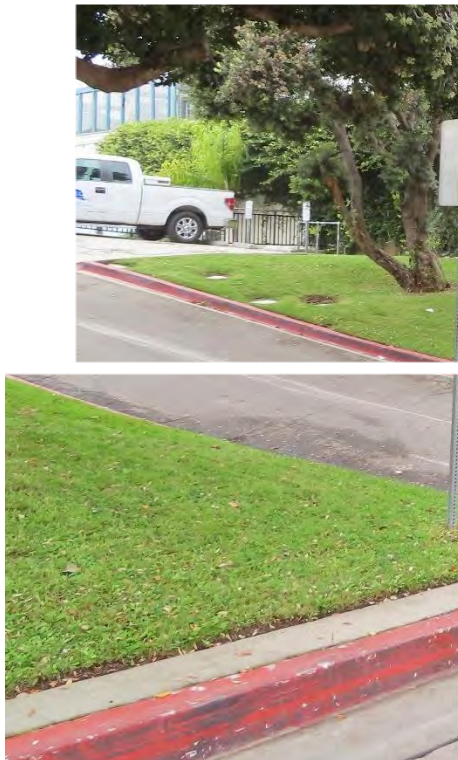
Note: *f*_{cE} in lb/in.² (MPa) units.
^a Values between those listed in the table shall be determined by linear interpolation.

Columns controlled by inadequate development or splicing along the clear height ^b						
≤ 0.1	≥ 0.0075	1.0	1.7	2.0	5.3	6.8
≥ 0.7	≥ 0.0075	1.0	1.0	1.0	2.8	3.5
≤ 0.1	≤ 0.0005	1.0	1.0	1.0	1.4	1.6
≥ 0.7	≤ 0.0005	1.0	1.0	1.0	1.0	1.0

^a Values between those listed in the table shall be determined by linear interpolation.
^b Columns are considered to be controlled by inadequate development or splicing where the calculated steel stress at the splice exceeds the steel stress specified by Eq. (10-1a) or (10-1b). Acceptance criteria for columns controlled by inadequate development or splicing shall never exceed those of columns not controlled by inadequate development or splicing.

ASCE 41-17

^b Where more than one of conditions i, ii, iii, and iv occurs for a given component, use the minimum appropriate numerical value from the table.
^c “C” and “NC” are abbreviations for conforming and nonconforming transverse reinforcement. Transverse reinforcement is conforming if, within the flexural plastic hinge region, hoops are spaced at $\leq d/3$, and if, for components of moderate and high ductility demand, the strength provided by the hoops (V_s) is at least 3/4 of the design shear. Otherwise, the transverse reinforcement is considered nonconforming.
^d V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.4.2.4.1.



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CITY OF REDONDO BEACH SOUTH PIER AND PLAZA PARKING STRUCTURES 2021-CONDITION ASSESSMENT

CITY OF REDONDO BEACH
Redondo Beach, CA

Prepared for:
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EXECUTIVE SUMMARY

The City of Redondo Beach retained Walker Consultants to carry out a Condition Assessment Update of the three existing parking structures - North Pier, South Pier, and Plaza parking structures. This report only includes the South Pier and Plaza parking structures. The North Pier parking structure is issued as a separate report which includes a condition assessment and an updated seismic evaluation. This assessment is intended to provide our professional opinion on the current condition of the structural system and other components, such as waterproofing and drainage, that can affect the service life of the structural system. In addition, the assessment identifies any needed maintenance and repairs to the structural system and waterproofing components and provides our recommendations for implementing the work. We evaluated the overall general condition of the structures with visual observations and compared our new findings to the 2012 and 2015 Walker findings.

On December 22, 2021, Walker sent a draft of this condition assessment report to the City of Redondo Beach. The two repair programs discussed in the draft and in this final report were developed considering the City's available annual budget, maximizing benefits from previous work and repair priority, and maintaining parking structure accessibility and occupancy. The first program is to perform risk management items and isolated structural or waterproofing repairs all in a Single-Year. This repair recommendation cannot address all deterioration or stop future deterioration from developing. Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. The second option focuses on a Five-Year restoration program with the service life extension program focusing on immediate repairs as well as the necessary repairs to extend the useful service life of the structure. Based on the City of Redondo Beach's request, as an alternative for City to consider, Walker has also developed an opinion of the probable costs of a Ten-Year repair program for the South Pier parking structure in this final report.

This 2021 report incorporates the 2012 and 2015 Walker reports as a reference. Our 2021 findings indicated that, overall, the parking structures have continued to deteriorate compared to the findings reported in the 2012 and 2015 Walker reports. In general, the 2012 and 2015 Walker recommendations remain unchanged except for areas that have been addressed in the 2017 and 2019 repair programs.

The repair plan proposed herein primarily consists of traffic membrane installation, structural repair, corrosion abatement, and Village level wearing slab and pavers replacement/modification of the south parking structure to maintain the life of the structure.

The one immediate concern is to remove all loosely adhered spalled concrete from the soffit of the parking decks. There should be a review the soffit on a regular basis for loosely adhered spalled concrete.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Risk Management repairs are those required to address safety issues and to mitigate potential unsafe conditions from a risk management perspective.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendation, these delaminated and loose concrete areas were removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program.

SUMMARY OF TYPES OF DEFICIENCIES

South Pier Parking Structure

- Concrete floor deterioration and delamination.

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- Exposed and rusted slab mild steel reinforcement at numerous locations.
- Soffit slab deterioration and spalls with exposed and corroded reinforcement.
- Concrete beam deterioration with exposed and corroded reinforcement.
- Concrete column spalling.
- Waterproofing system deficiencies.

Plaza Parking Structure

- Concrete floor deterioration and delamination.
- P/T beam tendon damage.
- Concrete wall spalling with exposed rebars.
- Waterproofing system deficiencies

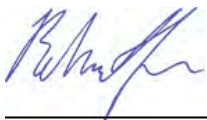
We recommend that the City of Redondo Beach perform the base repair program outlined in this report that will correct the observed deficiencies/deterioration and enhance the waterproofing systems to protect the structural slabs and reduce the potential for water infiltration throughout the structures.

We recommend that the City of Redondo Beach budget approximately **\$15,150,500** to maintain the facility over the next 5 years. The budget costs presented are based on historical data. As a result of the COVID-19 epidemic, prices and schedules have changed. Therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. The actual costs may not be realized until the project is designed and bid by a contractor. Budgeting for capital improvements and work items will help the City of Redondo Beach plan for necessary funding for the recommended work over the next 5 years. This will help maximize the service life of various components of the structures and maintain the structures in good service condition with minimum downtime.

Please see the attached discussion and photo appendix for a detailed report of our investigation.

Sincerely,

WALKER CONSULTANTS



Behnam Arya, PhD, PE
Senior Consultant

June 06, 2022

Date



Hassan Suhail
Project Engineer I

June 06, 2022

Date

INTRODUCTION

BACKGROUND INFORMATION

Walker Consultants performed a condition assessment for the South Pier and Plaza parking structures located in Redondo Beach, California on November 3rd, 4th and 10th 2021. The evaluation and report will provide our professional opinion of the overall condition of the parking structures and update the prior 2012 and 2015 Walker's conditional appraisal reports with recommendations for current repair and preventative maintenance needs to maintain the service life for these structures. The City of Redondo Beach has requested Walker to perform a new condition assessment of the parking garages since the last condition assessment of the parking structures was completed more than 6 years ago. The condition assessment update consisted of a visual survey and documentation of observations. It was limited to the supported structural slabs of parking levels, respective exposed rooftop plaza levels and the slabs-on-ground. The condition assessment did not include the occupied retail areas below or between the North Pier and Plaza parking structures nor the commercial timber-frame buildings on top of the South Pier parking structure.

Nomenclature

In the summer of 2011, Walker performed a condition assessment of the parking structures. In June 2012, Walker performed a structural analysis of the North Pier parking structure and prepared an Asset Management Plan (AMP), formerly known as Capital Improvement and Protection Program (CIPP), detailing opinions of probable repair costs over ten years for all three structures. The report was submitted to the City in August 2012 and is referred to herein as the 2012 Walker Report. Also, in October 2015 Walker performed a condition assessment update and prepared opinions of probable costs for two timeline scenarios for the parking structures. The report was submitted to the City in January 2016 and is referred to herein as the 2015 Walker Report. Please refer to the reports mentioned above for additional information.

Previous repairs

As requested by the City of Redondo Beach, the 2015 condition assessments proposed three different scenarios of repair with approximate costs for each option. These options were: A limited three (3) year repair and maintenance program; a 10 – 15-year repair and maintenance program; and an option of full replacement of the Pier Parking Structures. Based on our 2015 condition assessment and the cost associated with the proposed options, the City of Redondo Beach selected the 10 - 15-year repair and maintenance program option. Walker has been awarded several contracts for the development of plans, specifications, and estimates (P, S & E's) to bid the work out to restoration contractors for the Pier Parking Structures. The first round of repairs was performed in 2017 on the South Pier parking structure and the second round of repairs was completed in 2019 on both the South Pier and North Pier structures. It was also conveyed to Walker during our site visits that some repairs were performed on the Plaza Parking Structure as a change order to the previous repair program.

Since 2017, Walker has provided parking structures restoration and maintenance design services for City of Redondo including the following:

- In 2017, the first repair project occurred mainly on the South Pier parking structure, consisting of the removal and replacement of traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial concrete beam repairs mainly on spandrels projecting out on the west end of the garage, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, and a few miscellaneous repairs.
- In 2019, the second repair project occurred, consisting of the installation of new traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial and full depth concrete beam repairs, concrete

column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, replacement of top-level barrier cables and railing, and some miscellaneous repairs. Most of the repairs primarily focused on the Village level of the North Pier parking structures, and some minor repairs were also carried on the Village level of South Pier parking structure.

OBJECTIVES

The objective of this investigation is to perform an update on the overall condition assessment and provide an opinion of probable cost for the necessary repairs, based on the observed conditions as well as our experience with similar parking structure conditions and repair costs. For this investigation and to meet the objective, we performed the following services:

1. Reviewed previous Condition Appraisal Reports prepared by Walker Consultants, dated August 2012 and October 2015 respectively.
2. Reviewed Owner Review Construction documents and project specifications prepared by Walker Consultants, dated January 2017.
3. Reviewed Construction documents and project specifications prepared by Walker Consultants, dated March 2019.
4. Reviewed existing framing plans of the parking structure to aid in our observations.
5. Conducted a field evaluation of the parking structure to document the current exposed conditions of the structural and waterproofing elements. This consisted of visual observation as well as limited non-destructive testing to review the following elements: floors, columns, beams, walls, ceilings, façade, and other structural elements.
6. Identified potential structural related conditions that require immediate attention.
7. Compiled and reviewed all field data to determine possible causes and effects of the documented deterioration.
8. Outlined the repair program requirements for a Single-Year AMP.
9. Outlined the repair program requirements for a 5-Year AMP.
10. Provided an opinion of probable cost for implementing the repairs.
11. Phased the work according to priority over a multi-year program to assist with fiscal planning.
12. Prepared the current report with a summary of observations, including photographs depicting the areas noted in the report, findings.

The objective of the 5-year Budget Forecast is to provide the City of Redondo Beach with an asset management tool for planning and budgeting of capital expenses over the next 5 years. The 5-year plan recommends restoration capital improvements and work items for this parking facility so that the Owner can maximize the service life of the structure with the least amount of capital cost.

PARKING STRUCTURE DESCRIPTION

South Pier Parking Structure

The South Pier Parking Structure was constructed in 1973 and has experienced 48 years of service life. The parking structure was constructed of cast-in-place conventionally reinforced concrete slabs, beams, girders, and columns. From drawings received, the exposed plaza upper level is referred to as the Village Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basin Level.

The Village Level has several multi-story wood framed structures used for commercial purposes. Sidewalks and curbs outline a roadway and circular drives throughout the level. The roadway serves as access to the Village

Level of the North Parking Structure. Signage at the South Pier entrance to the Village Level limits vehicle weight to 6,000 pounds.

Plaza Parking Structure

The Plaza Parking Structure was constructed in 1981 and has experienced 40 years of service life. The structure is constructed of post tensioned cast-in-place concrete slabs, beams, girders, and traditional reinforced columns. From drawings received, the exposed upper parking level is referred to as the Plaza Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basin Level.

The Plaza Level has concrete planters that contain sod, soil, and lightweight filler material on a waterproofed concrete slab. The waterproofing has a filter fabric and drainage layer. The Plaza Level is used for pedestrian traffic only. Portions of this level have a masonry tile application, grouted in-place. Drains are located along the west perimeter wall. Concrete planters surround the perimeter of the structure at this level on the west and north elevations.

Figure 1 shows an aerial view of the parking structures, and Figures 2 to 8 display the floor plans of the South and Plaza parking structures. Figures 9 to 14 show overall views of the exterior elevations of the parking structures. Figure 15 to 17 shows the recommended locations for traffic coatings.

Figure 1 – Aerial view of the parking structures (Google Earth Pro)



Figure 2- Basin Level- Slab on Grade, South Pier Parking Structure

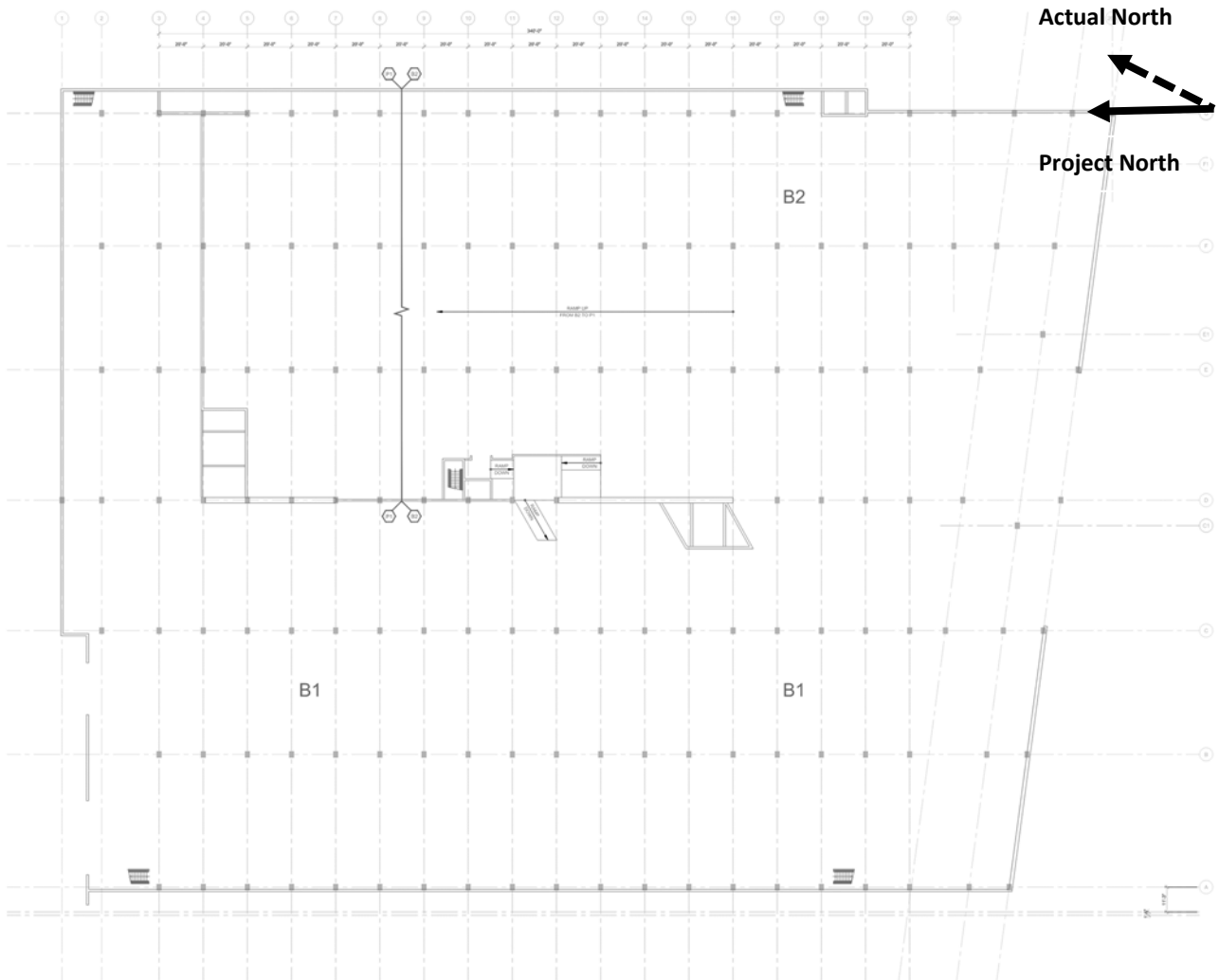


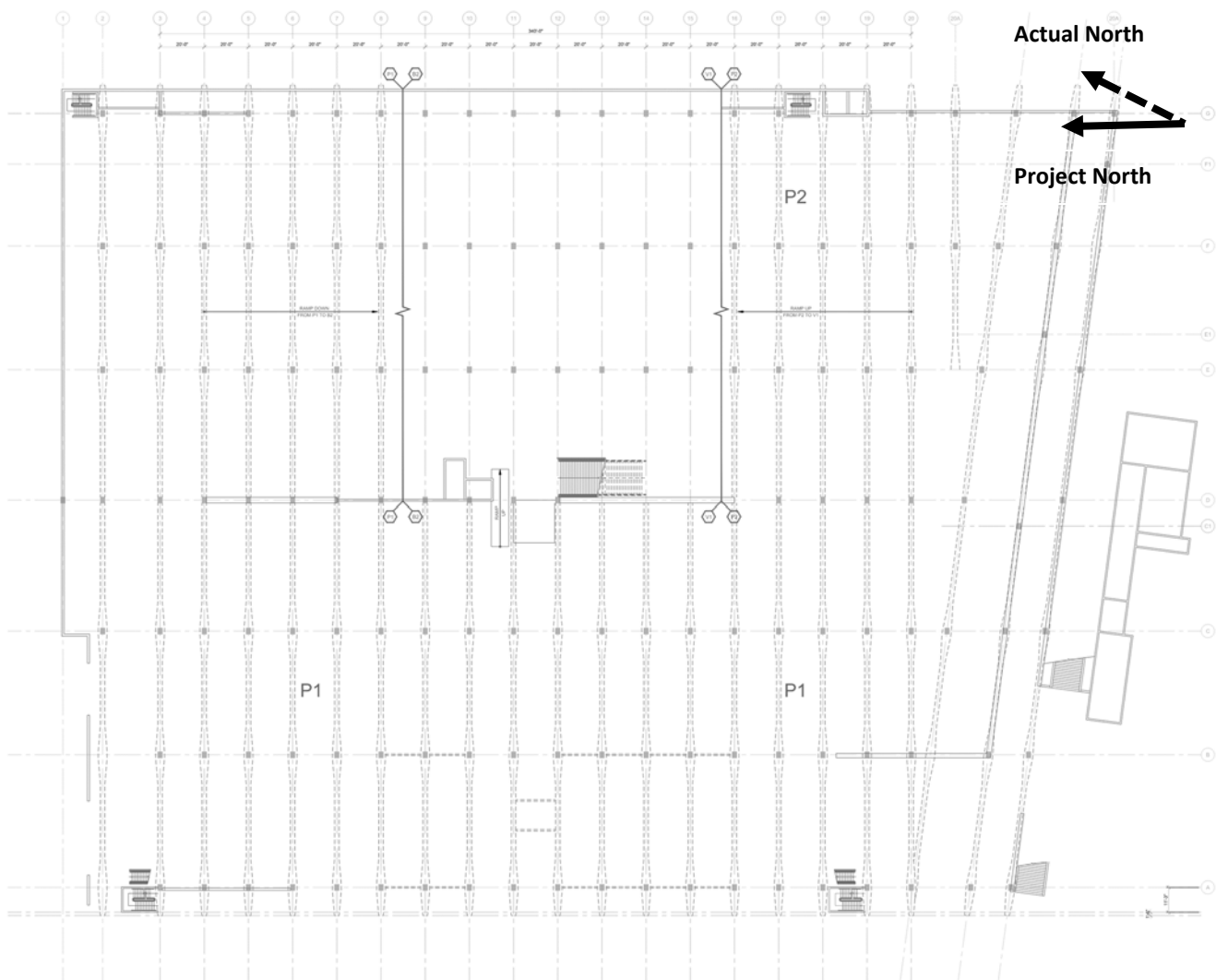
Figure 3-Lower Pier Level, South Pier Parking Structure


Figure 4- Partial Upper Pier and Lower Village Levels, South Pier Parking Structure

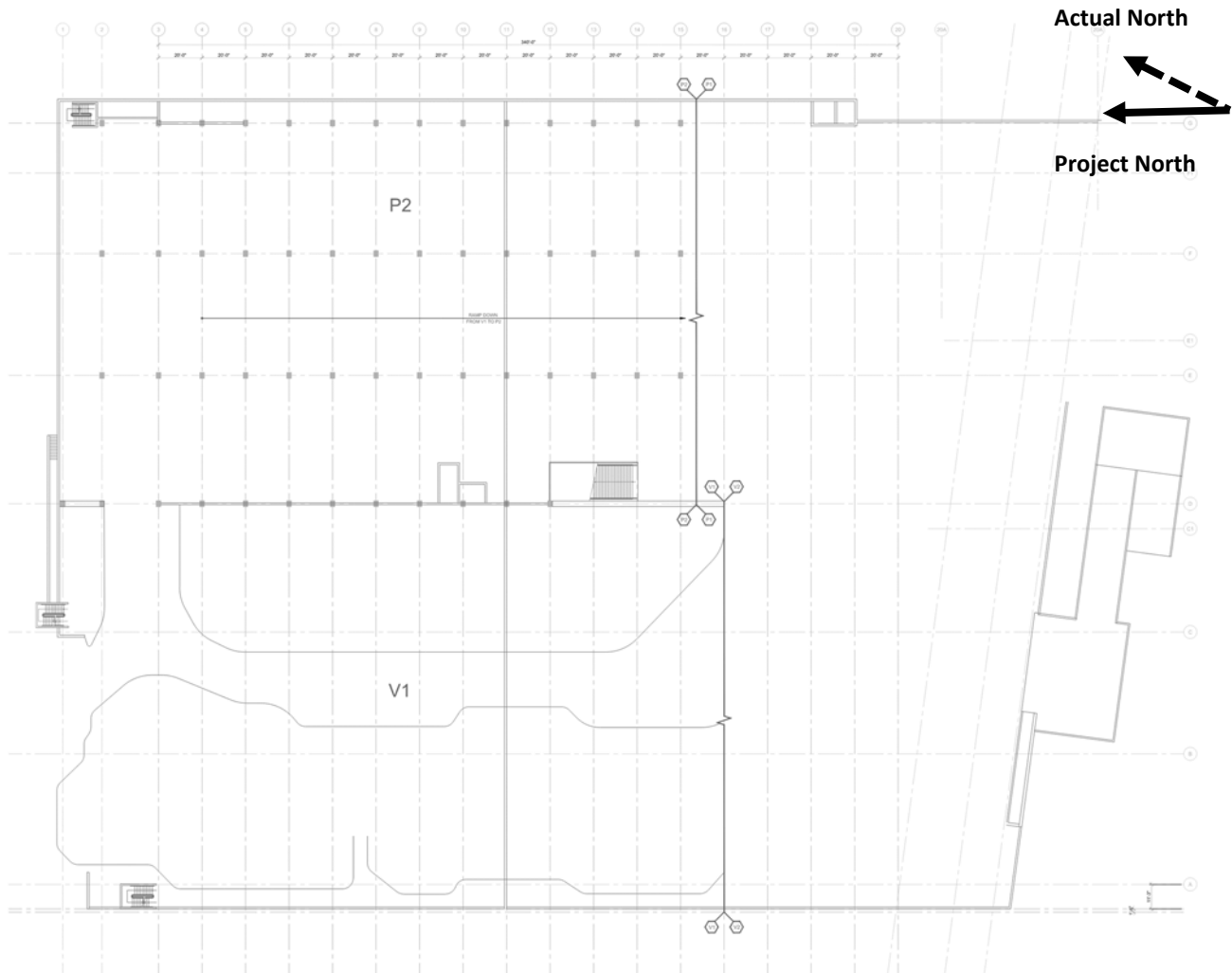


Figure 5- Upper Village and Partial Lower Village Levels, South Pier Parking Structure



Figure 6- Basin Level, Plaza Parking Structure

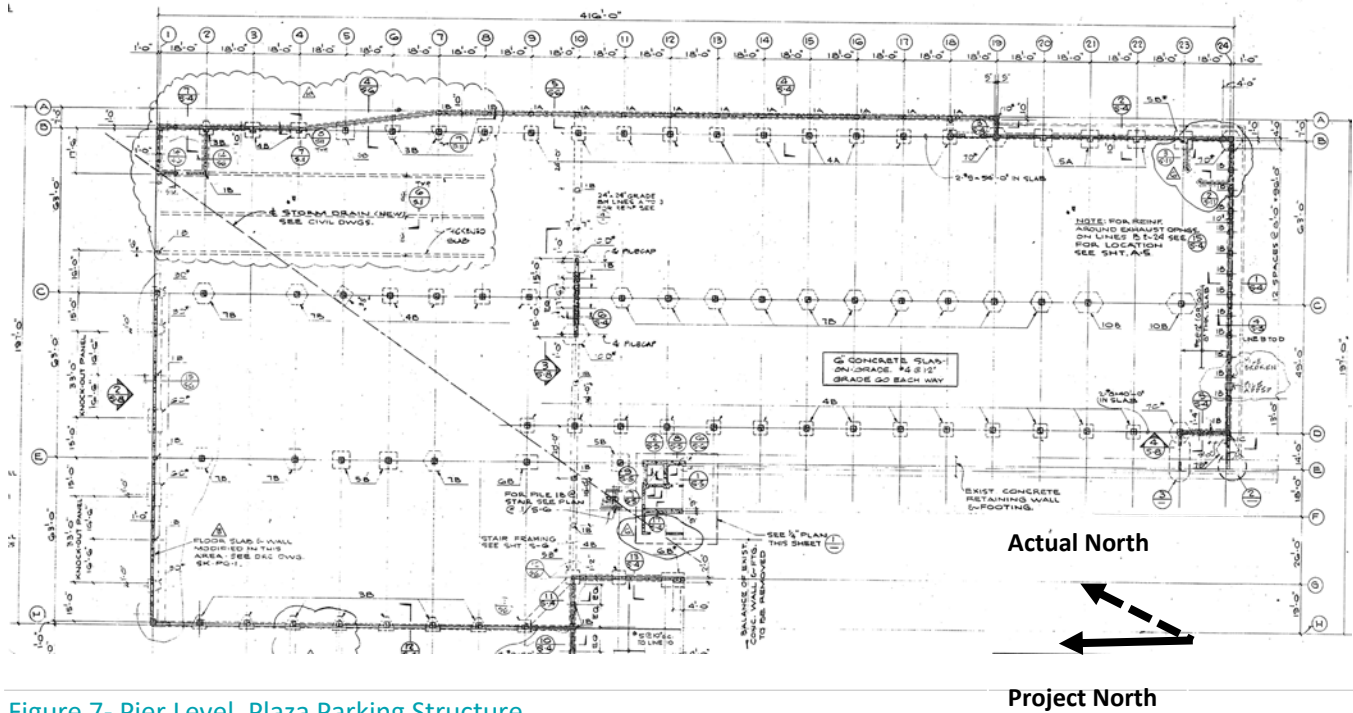


Figure 7- Pier Level, Plaza Parking Structure

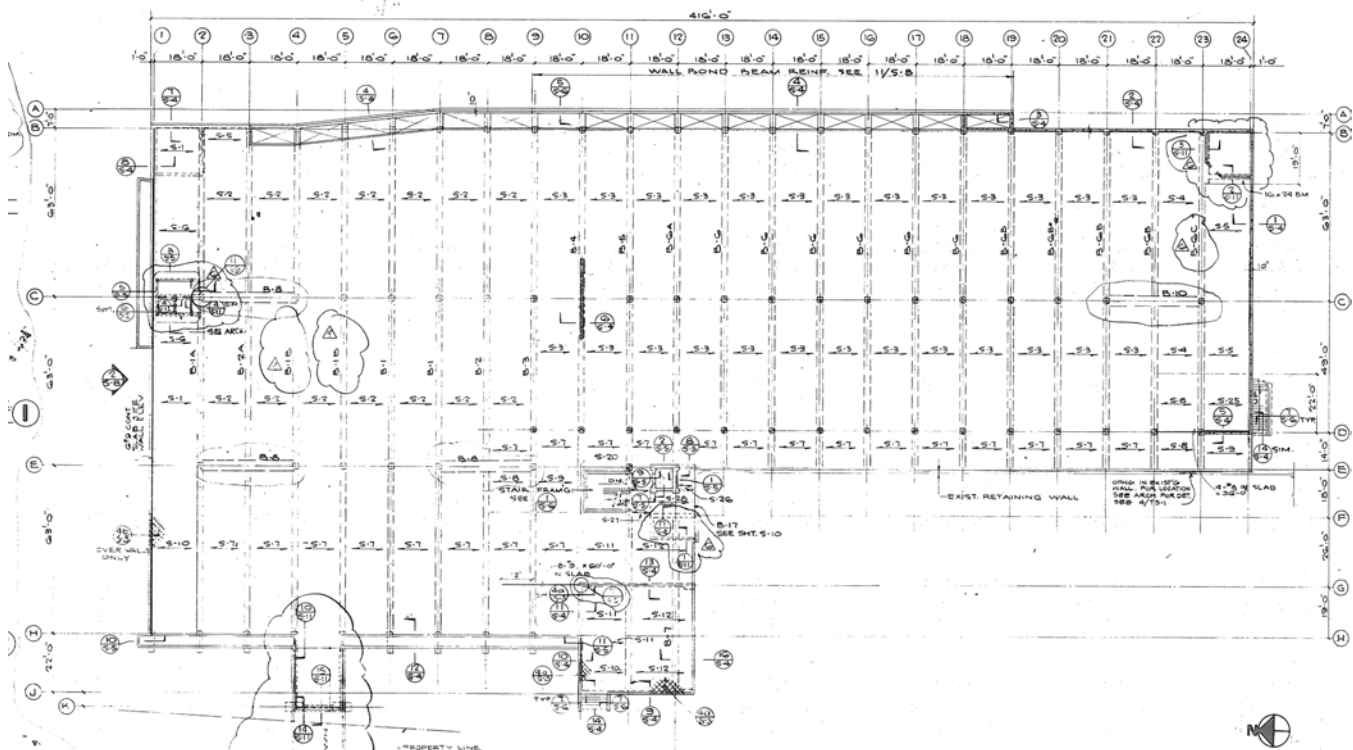


Figure 8- Plaza Level, Plaza Parking Structure

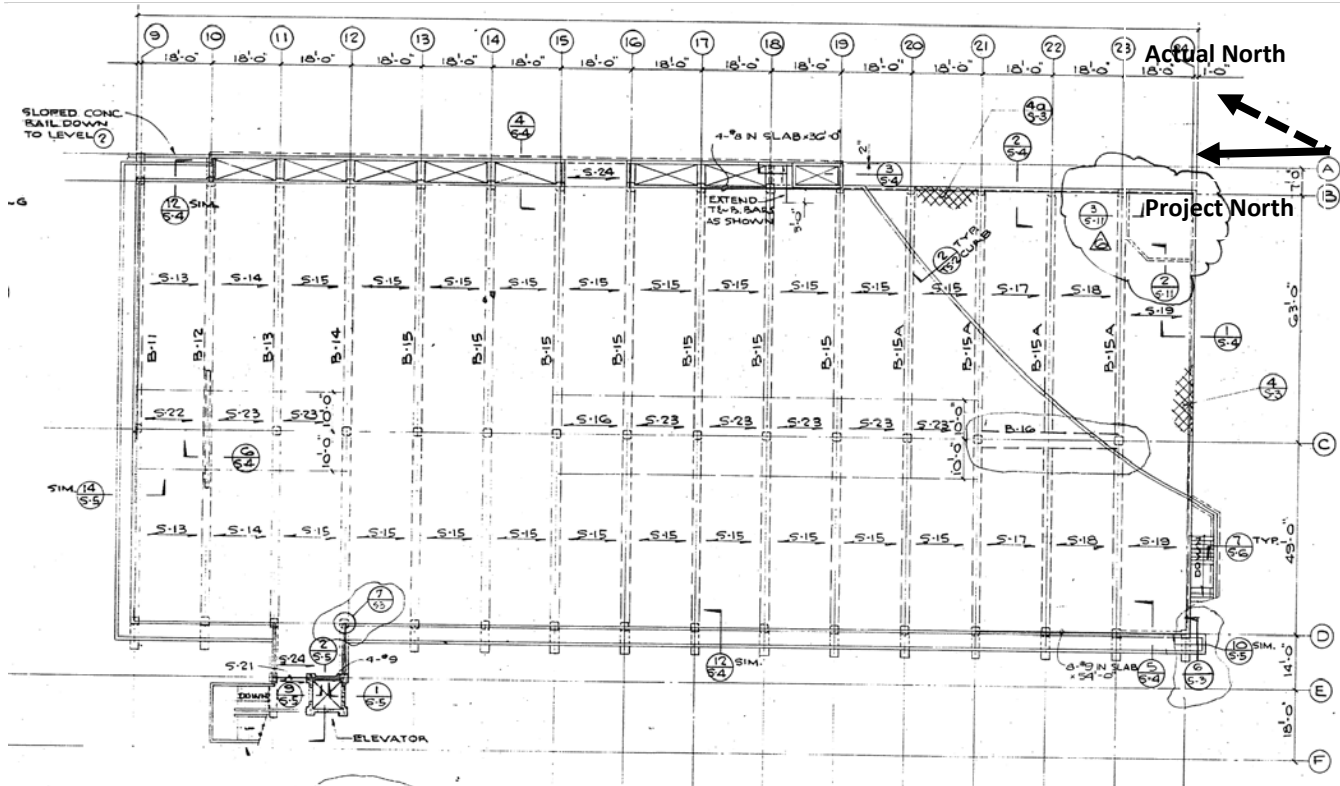


Figure 9- Overview of Village level, (South Pier Parking Structure) (BA1-167)



Figure 10- Partial North elevation, (South Pier Parking Structure) (SH2-71)



Figure 11- Partial West elevation, (South Pier Parking Structure) (SH2-248)



Figure 12– Overview of Plaza level, (Plaza Parking Structure) (BA1-293)



Figure 13– North elevation, (Plaza Parking Structure) (BA1-304)



Figure 14– Partial West elevation, (Plaza Parking Structure) (BA1-290)



RECOMMENDATIONS

Based on our visual observations, we found the South parking structure to be in *fair* condition and the Plaza parking structure in *good* condition. In the South parking structure, the concrete floors, ceilings, walls, and columns had some level of deterioration that needs to be addressed. Our assessment did identify specific locations where localized deterioration is visible in the structure. The Plaza parking structure is in good condition. The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and structural systems. Based on the current condition of the Plaza parking structure, we recommend relatively fewer repair and protection actions. The implementation of these actions will further increase the long-term service life of the structures and improve the City's investment in the property.

To improve the parking structure's current condition, we have developed a Single Year and a 5-year repair program for the facility. The single-year repair program also has a cost associated with performing the recommended repair program shown in Table 1, and the 5-year program has an associated Asset Management Plan (AMP), respectively. The 5-year AMP contains repairs to address the currently deteriorated elements and preventive maintenance to address needs anticipated over the next 5-year period. It is important to note that some work items in the 5-year program, such as recommended repairs on the Village level of the South Pier parking structure, are phased in multiple years. This phasing is provided as an option to the City considering allocated funds per fiscal year. We recommend that the City of Redondo Beach approximate the budget to implement the program over the next 5 years.

As stated above, two options are proposed - the first option is to perform risk management items and isolated structural or waterproofing repairs all in a Single-Year. This repair recommendation cannot address all deterioration or stop future deterioration from developing. Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. The second option focuses on a Five-Year restoration program with the first-year service life extension program focusing on immediate repairs as well as the necessary repairs to extend the useful service life of the structure.

Please find below our recommendations based on our visual survey, selected impact acoustics survey, previous structural drawings, and documentation provided to us. We also reviewed the 2012 and 2015 Walker reports. The recommendations listed below are in synchronization with the 2012 and 2015 recommendations with relevant updates and editions.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Immediate concerns are defined as items that may reduce pedestrian safety and/or structural integrity if not completed.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendations, the delaminated and loose concrete was removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program.

RECOMMENDED BASE REPAIRS: YEARS 1-5

Based on our findings, we recommend implementation of a structured restoration plan, including repairs to structural elements, repairs of deterioration of the topping slab, repairs to the parking structure waterproofing systems and improvements to the facility drainage system to manage water runoff within the structure to address structural concerns, reduce future repair costs, and effectively extend the useful service life of the parking structure. The recommended restoration program concentrates on repairs to the deteriorated sections of the

structure and future protection of its structural components. We recommend implementing the following repairs and maintenance in the next 5 years:

STRUCTURAL ITEMS

South Pier

- Remove and replace existing wearing slab on the Village level.
- Remove and replace existing brick pavers on the Village level.
- Partial and full depth concrete repair of all deteriorated structural slab concrete top and underside surfaces on the Village level.
- Partial and full depth concrete repair of all deteriorated structural slab concrete top and underside surfaces on the Pier level.
- Repair isolated spalling of the beam located below the expansion joint present towards the south side.
- Partial depth concrete beam, column, and wall repair on the Pier and Basin levels.
- Installation of passive cathodic protection systems in all repaired areas.
- Rout and seal unsealed cracks and replace failing crack sealant.
- Removal of all planters on the Village level, install concrete as needed.
- Complete the replacement of the entire fire suppression system of the structure.

Plaza Parking Structure

- Repair damaged P/T beam on the Basin level.
- Repair spalled precast concrete panels on the Village level.
- Repair trip hazards at stair tower landing slab and stair treads.
- Repair of a limited deteriorated structural slab concrete top and underside surfaces and beams/girders on the Pier level. Installation of passive cathodic protection systems.
- Partial depth concrete beam, column wall repair on the Basin level.
- Provide protective paint applications on all mechanical/electrical piping, conduit, and fixtures.

WATERPROOFING WORK ITEM

South Pier

- Install a plaza waterproofing system consisting of a fluid-applied urethane waterproofing membrane with drainage and filter fabric layers on top of the structural slab of the Village level.
- Install waterproofing sheathing along the base perimeters of the building structures on top of the Village level.
- Install new waterproofing coating on the remaining east side and west side of the Pier level.
- Recoat waterproofing membrane on the east side of the Pier level.
- Install supplementary drains and incidental piping in select locations of the Village level slab and/or at planter locations.

Plaza Parking Structure

- Recoat the existing urethane traffic membrane on the exposed portion of the Pier level.
- Install a urethane traffic membrane on the remainder of the Pier level.
- Application of topical corrosion-inhibitor and surface-penetrating sealers on all exposed surfaces that are not coated.
- Waterproofing repairs at tooled joints, cracks, vertical and cove conditions.

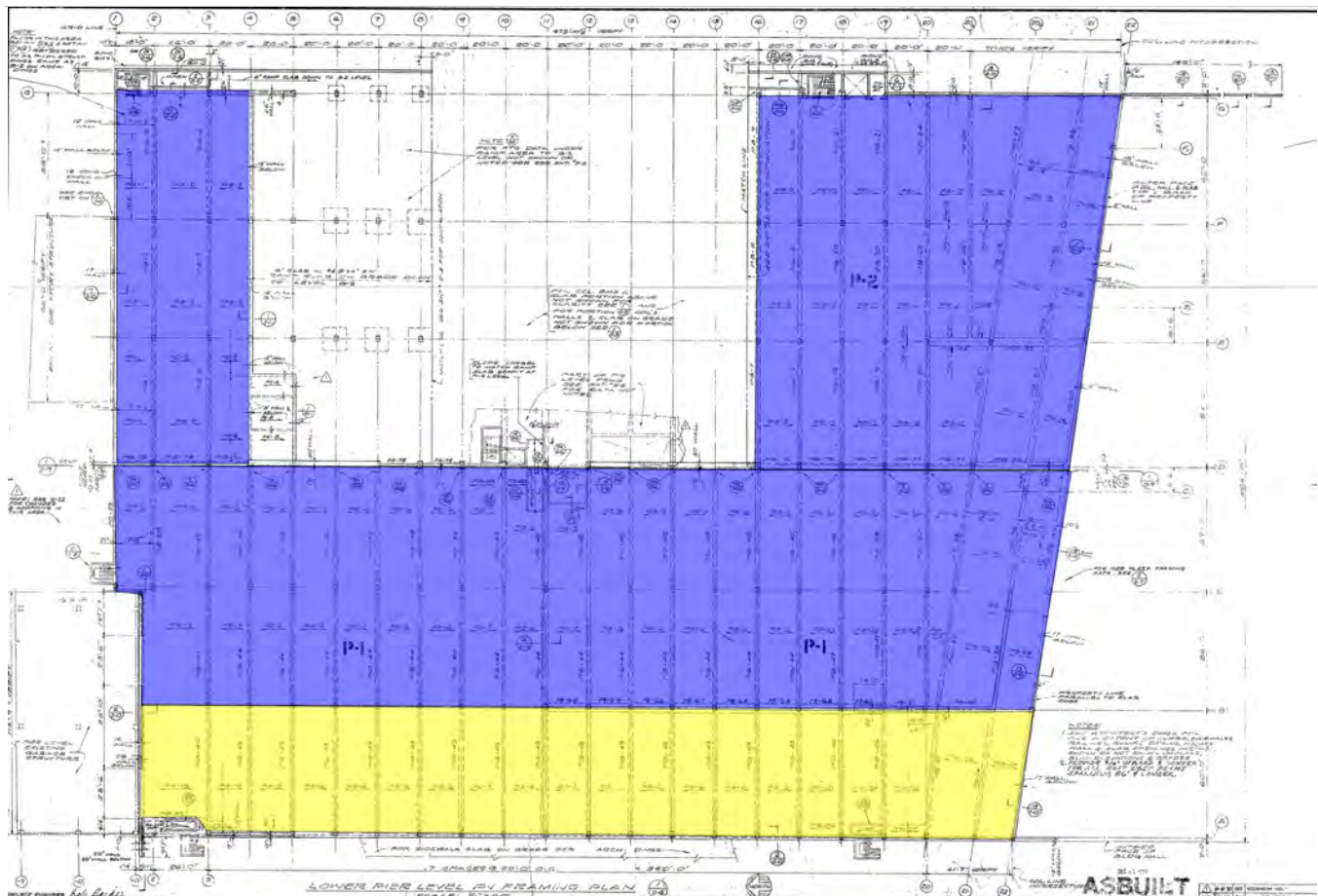
MECHANICAL, ELECTRICAL, AND DRAINAGE WORK ITEMS

- Isolated areas of ponding were observed and should be resolved by either cleaning out the existing drain (if present) or installing a supplementary drain.

MISCELLANEOUS ITEMS

- Clean and paint steel members of all stairs and fencings.
- Repaint traffic markings.

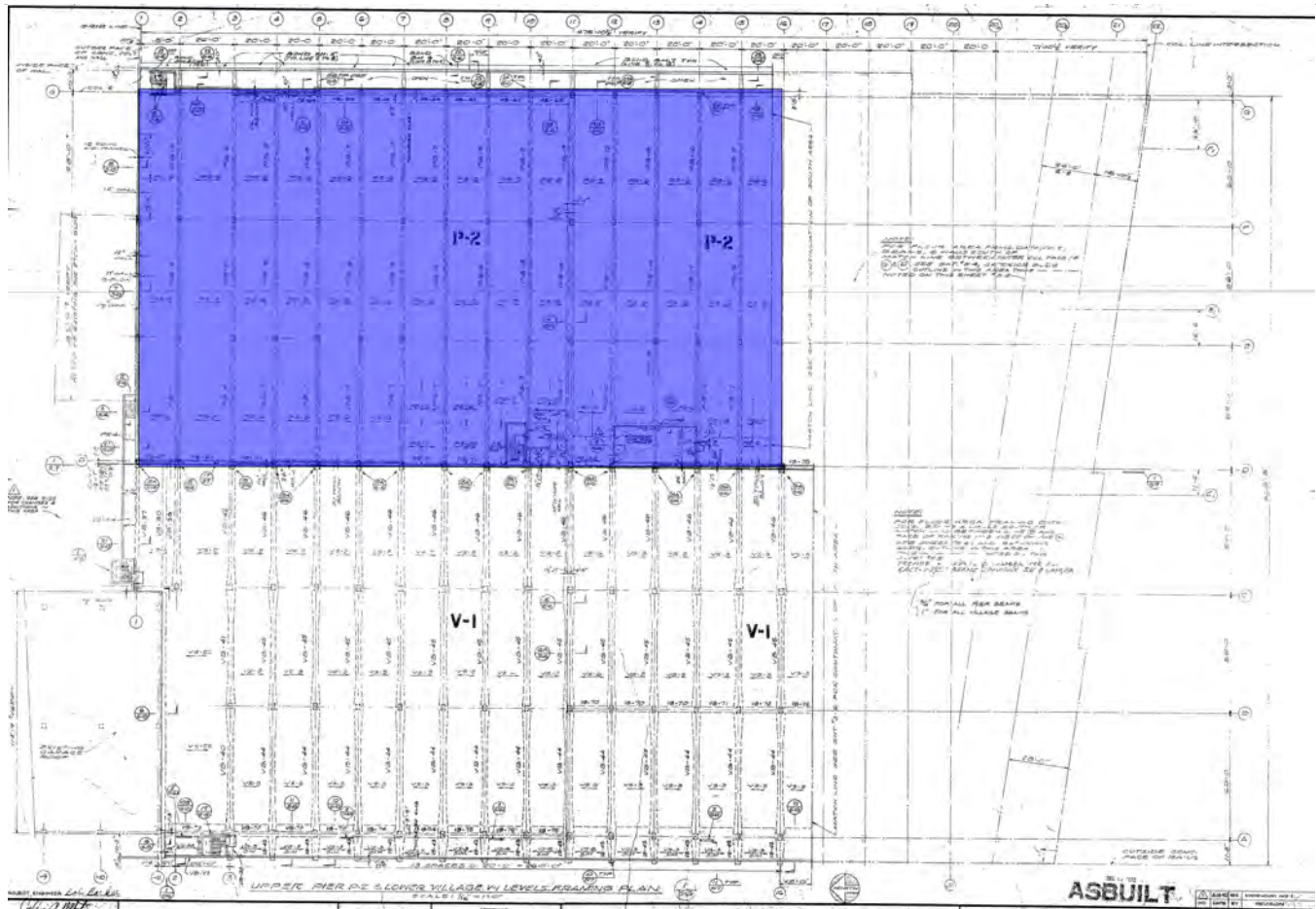
Figure 15– Proposed new traffic membrane and existing traffic membrane locations, Partial South Parking Pier Structure – Pier level



KEY:

- | | |
|--|----------------------------------|
| | RECOAT EXISTING TRAFFIC MEMBRANE |
| | INSTALL NEW TRAFFIC MEMBRANE |

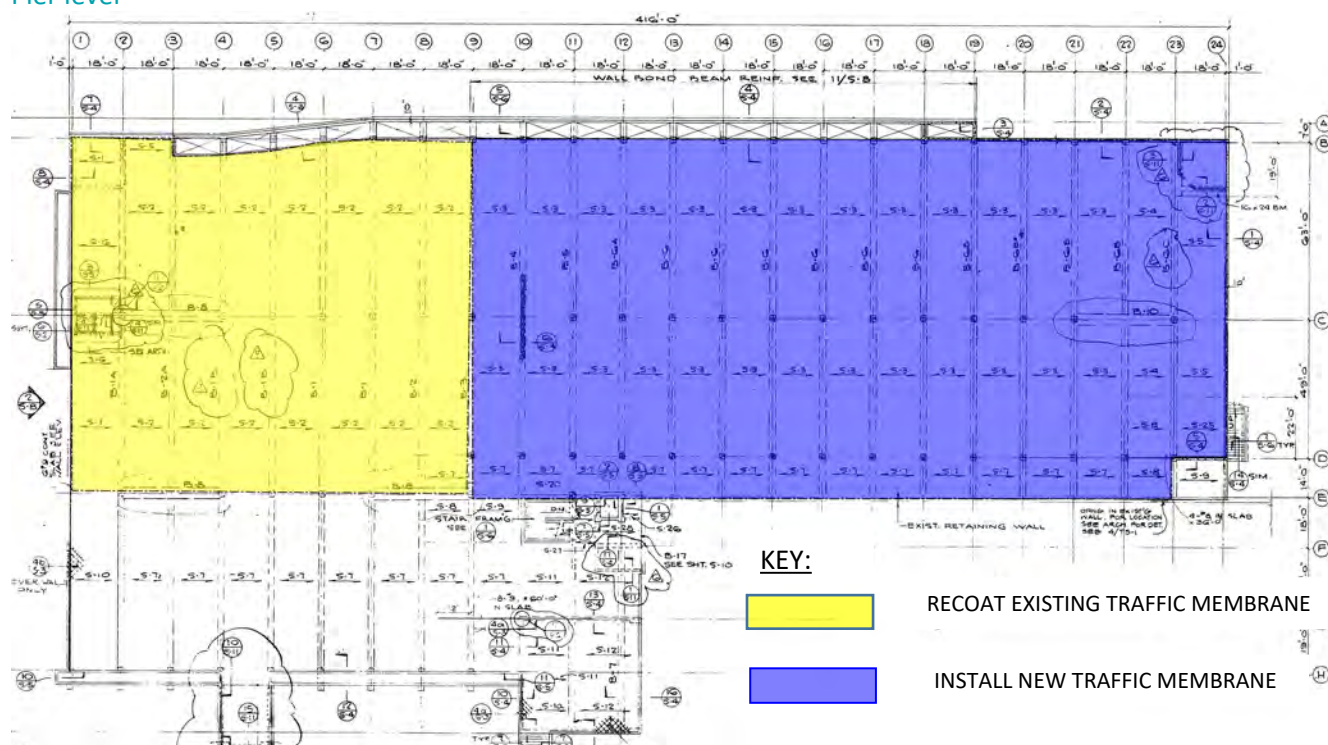
Figure 16– Proposed new traffic membrane and existing traffic membrane locations, Partial South Parking Pier Structure- Pier level



KEY:

- RECOAT EXISTING TRAFFIC MEMBRANE
- INSTALL NEW TRAFFIC MEMBRANE

Figure 17— Proposed new traffic membrane and existing traffic membrane locations, Plaza Parking Structure - Pier level



FUTURE PREVENTATIVE MAINTENANCE

Maintenance performed on a regular basis will take full advantage of the structural repairs and waterproofing work. Without maintenance, the facility will not see the expected service life from the structure or the repairs and waterproofing. Typical maintenance includes routine sealing of joints, recoating of wall and floor membranes along with periodic concrete repairs.

Funds for maintenance of the garage should be accrued yearly considering the life expectancies of certain elements such as sealants, coatings, floor membranes, concrete repairs, etc. The life expectancies expressed vary depending on workmanship, quality of materials, use and exposure to elements. After all the work is completed, the supported level should be washed down at least twice a year.

BENEFITS OF TIMELY REMEDIATION

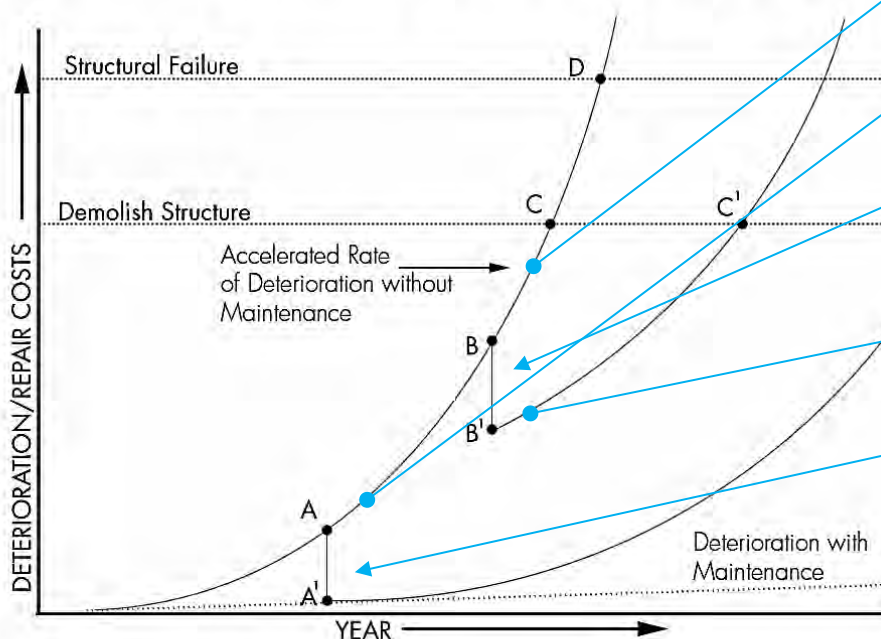
There are many benefits to providing the repair and preventive maintenance program at the earliest feasible time, in addition to the imminent needs of providing the “Immediate Repairs” listed previously.

Long-term delay of repairs significantly increases cost. The cost to repair and maintain this facility will continue to increase at progressively faster rates when deterioration continues as modeled in the following graph. The main benefits from implementing the recommended repairs and waterproofing are:

- Mitigate the infiltration of water and chlorides.
- Maintain the structural capacity and maintain the service life of the structure.
- Cost savings due to avoidance of structural repairs that are more expensive and facility shutdown.
- Higher levels of service to the users of the facility due to fewer days of downtime because of more extensive structural repairs.

- Provides for a greater degree of safety by inhibiting deterioration mechanisms before they have a chance to cause serious harm.
- Long term delay of repairs significantly increases future costs.
- Less noise and disruption both within the garages and the buildings above.

PARKING STRUCTURE DETERIORATION CURVE



"Poor" Garages are between points B and C

"Fair" and "Good" Garages are between points A and B

Short-term repairs (3-5 years) only move curve slightly (B to B1)

Repaired "Fair" and "Good" Garages are between points B1 and C1

Long-term repairs (12 to 20 years) move curve considerably (A to A1)

NOTE:

1. Points A - D represent stages of accelerated deterioration in parking structures.
2. Structures repaired at point A cost less overall and last longer than structures repaired at point B. (Compare curve A' to B')

OPINION OF PROBABLE COSTS

The table below provides our opinion of probable construction costs for the recommended repairs for a Single Year restoration maintenance program. The costs were developed using pricing from our database obtained from similar type projects competitively bid in the Los Angeles area. We anticipate the work would be performed during daytime working hours and the work is phased around an operating garage. Costs for a single year restoration maintenance program are based upon single year construction and do not include inflation and escalation factors typically included for multi-year construction.

According to the American Concrete Institute Committee 362, *"Repairing an existing deteriorated structure involves many unknowns, uncertainties and risks. Especially with regard to repair of chloride caused corrosion damage, the process is considered an extension of the useful life of the deteriorated structure. It is not equivalent to building a new structure with current technology."*

With the development of repair programs such as in this report, contingency funds must be anticipated and included in any budget for repairs to account for concealed, unknown, or unanticipated conditions. For this type of restoration work, we recommend that a 10% contingency be set aside for potential changes due to unknown

conditions. This contingency cost is included in the project costs. The cost estimates are based on second Quarter 2022 dollars.

For a detailed breakdown of each repair program, please see *Appendix A* of this report.

Table 1 – Single year Repair Program–Opinion of Probable Cost

YEAR	BUDGET
2022	\$ 2,145,000
Total	\$ 2,149,500

Recommended Five – Year Repair Program

The table below provides our opinion of probable construction costs for the recommended repairs for a Five-Year restoration maintenance program.

A multi-year phasing scheme has its benefits with respect to capital outlay and phasing of work to maintain greater operation capacity within the facility. Multi-year planning allows the owner to budget capital expenditures annually without creating a significant burden to the budget in any single year. The disadvantage to a multi-year phasing plan is continued degradation of the non-repaired areas. In addition, the cost of the repair program can be expected to grow due to inflation, wage increases, and multiple mobilizations by the contractor.

The following multi-year plan and table outline the effects of inflation, multiple mobilizations, and the growth of deterioration over the multi-year period. Appendix A at the end of this report includes a more detailed cost estimate for this approach.

Table 2 - Five-year Repair program–Opinion of Probable Costs

YEAR	BUDGET
2022	\$ 2,095,000
2023	\$ 3,320,000
2024	\$ 5,016,000
2025	\$ 4,423,500
2026	\$ 296,000
Total	\$ 15,150,500

NOTES:

1. Cost opinions are based on historical data and experience with similar types of work and are based on 2022 prices.
2. Actual costs may vary due to time of year, local economy, or other factors.
3. Cost opinions do not include costs for phasing, inflation, financing or other owner requirements, or bidding conditions.
4. Costs have been increased 3% for inflation each year.
5. Cost opinions do not include upgrades if it becomes necessary to bring the structure up to current building code requirements, seismic upgrades, or for ADA or similar items.
6. The structure has not been reviewed for the presence of, or subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

NOTE: The budget costs presented are based on historic data. The effects of the COVID-19 pandemic have resulted in changing costs and schedules, therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. Until the project is designed and bid by a contractor the actual costs may not be realized.

Recommended Ten – Year Repair Program (South Pier Parking Structure)

Per City’s request, as an alternative for City to consider, Walker has also developed a Ten-Year repair program for the South Pier parking structure. The opinion costs for the recommended 10- year repair program for the South Pier parking structure is currently **\$ 16,970,000** in 2022 dollar. The recommended South Pier parking structure maintenance and repair budget for the next ten years is shown below in Table 3, followed by a detailed breakdown in Appendix A.

Table 3 - Ten-year Repair program (South Pier Parking Structure)–Opinion of Probable Costs

YEAR	BUDGET
2022	\$ 1,967,000
2023	\$ 1,250,000
2024	\$ 1,642,000
2025	\$ 2,067,000
2026	\$ 2,657,000
2027	\$ 2,339,000
2028	\$ 1,886,500
2029	\$ 1,540,000
2030	\$ 152,500
2031	\$ 1,469,000
Total	\$ 16,970,000

IMPLEMENTATION

The outlined repair program can be competitively bid and executed by experienced restoration contractors. The first step in this process is to obtain a quality set of bidding documents prepared by experienced restoration engineers. These documents should be procured to ensure repairs are designed appropriately and quantities are sufficiently estimated to competitively bid the project by restoration contractors.

DISCUSSION

Walker developed the original AMP program for the parking structures in 2012 for the City of Redondo Beach. The AMP is a dynamic plan that is most effective when scheduled maintenance is performed, and the plan is updated periodically. Since 2012, the City of Redondo Beach has engaged Walker to perform updated evaluations and planning in 2015. The City of Redondo Beach has performed isolated concrete and waterproofing repairs between 2017 and 2019 for needed repairs and preventative maintenance on the parking structures. The purpose of this update is to bring the asset management plan up-to-date based on the previously completed work and Walker’s observations of the parking structures current condition.

The following discussion section provides a brief explanation of the survey findings to aid in understanding the nature and causes attributing to observed deficiencies, deterioration mechanisms, maintenance problems, and damage which form the basis of our recommendations. Refer to Walker's 2012 and 2015 condition appraisal reports for more information on causes attributed to the observed deficiencies.

Our primary focus of the condition assessment was to identify and update the 2012 and 2015 Walker findings and accordingly develop updated repair protocols that will keep the structures operational for 10 to 15 additional years. In addition to this, we have developed a Single-year repair program that only includes risk management items and isolated structural or waterproofing repairs as discussed below.

OPTION A: SINGLE-YEAR PROGRAM

This repair option includes risk management items and isolated structural or waterproofing repairs. But, as seen in the above figure, repairs cannot address all deterioration or stop future deterioration from developing. This typical scenario is represented by Curve B in the figure above. As seen in this curve, the repair program can address only some of the deterioration, and new deterioration begins to form in areas that were not repaired and at areas surrounding the repairs due to the galvanic ring anode effect.

Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. But, because new deterioration is anticipated to develop in areas outside of the previous repairs and the life of concrete repairs performed is typically less than the original construction, each future repair program is anticipated to be larger and more costly.

OPTION B: 5-YEAR PROGRAM

This repair option includes risk management items and addresses structural and waterproofing repairs/upgrades to extend the service life of the structure for a limited period. This repair does partially address the corrosion occurring at the spalled areas. This option includes applying a high-performance waterproofing system on the Village slab of the South Parking structure. This waterproofing system will need minimum maintenance and can extend the service life of the garage beyond 10 - 15 years.

Below, please find a review of the conditions of the Redondo Beach South and Plaza Parking Structure.

IMMEDIATE REPAIRS - RISK MANAGEMENT

We observed spalled and loose concrete on multiple locations on both – Pier and the Village level ceiling of the South parking structure. The loose concrete can get detached and introduce a life safety hazard to pedestrians. Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendation, these delaminated and loose concrete were removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program. Walker recommends all supported slabs, beams, columns, and walls to be reviewed on a regular basis by visual means and sounded by hammer tapping along spalls. Any overhead spalled areas found are a potential safety hazard. The City should continue to review areas of potentially loose and cracked concrete and remove them before they become an overhead hazard.

STRUCTURAL WORK ITEMS

Concrete deterioration is typically caused by the restrained movement of the structure, water intrusion and corrosion of the embedded reinforcement.

Corrosion of steel is an expansive process. As the corrosion expands in size, the corroded product pushes outward on the surrounding concrete. When the bursting forces exceed the tensile strength of the concrete, cracking, delamination, and eventually spalling occur within the concrete. Concrete deterioration within structural elements (floors, beams, and columns) is a concern because the deterioration could result in a reduction of the load-carrying capacity. Manifested concrete deterioration will frequently lead to an acceleration of the deterioration and increased repair costs.

Concrete deterioration is especially harmful to the reinforcement contained within. Steel reinforcement is highly susceptible to corrosion, which occurs when iron (steel) is exposed to oxygen and moisture over time. However, when steel is encased in concrete or mortar, the cementitious material provides a protective oxide layer around the steel reinforcement and prevents the corrosion process from occurring. When steel reinforcement corrodes, it expands causing more cracking and spalling which then decreases the passive corrosion resistance. This self-fueling cycle is why it is important to perform repairs as early as feasibly possible to reduce the amount of deterioration the structure experiences.

STRUCTURAL

South Pier Parking Structure

The 2012 and 2015 condition assessments indicated through both observations and material testing that the parking structures are experiencing varying degrees of deterioration. Based on our observations, the condition of the South Pier parking structure has worsened over time. The most likely explanation for this worsening of the structural durability is due to the delay in implementation of the repair recommendations proposed by Walker in 2012 and 2015 condition assessment reports. However, the replacement of the expansion joint on the Village level was a significant step to hinder the water intrusion. We also noticed the repairs performed during the 2017 repair program at the West end of the South parking structure on the spandrel beams seemed to be working well. During the investigation, several regions were identified where fresh concrete spalling was evident mostly on the elevated slabs.

Even though the parking structure is currently in fair condition, corrosion related deterioration was found throughout the structure. The structure has not yet been greatly affected by the occurring corrosion activity and can be repaired and protected now to mitigate further deterioration. If protection and repairs to the structure are again deferred, then the corrosion activity will continue to deteriorate the structure at an accelerated rate. We have proposed two possible options of repairs and protection. See Appendix A for further information.

Most of the concrete deterioration in the South Pier parking structure is related to long-term environmental exposure that has led to corrosion of the embedded reinforcing steel. In typical reinforced concrete structures, the reinforcing steel is protected from corrosion by a high pH layer that the concrete forms around the reinforcing steel. The high pH layer can breakdown over time when the concrete is exposed to carbon dioxide or chlorides. Once the high pH layer has broken down, reinforcing steel corrosion can occur when water and oxygen are present.

To mitigate the potential for reinforcing steel corrosion, we provide a two-part strategy to provide long-term corrosion protection:

1. The first part of the corrosion protection strategy is the installation of a waterproof membrane coating on the concrete surfaces (discussed in the following section) to eliminate water penetration into the deck and slow the corrosion process.
2. The second part of the corrosion protection strategy involves the application of an electrochemical treatment to counter the remaining corrosion process after the water is shut off.

Plaza Parking Structure

The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and building systems. The concrete structural elements within the Plaza parking structure were generally in good condition, with only a few minor isolated areas of spalled or delaminated cover concrete noted in the entire structure. We recommend repairing these areas by removing all loose concrete and concrete immediately surrounding embedded reinforcement, cleaning any corrosion off the embedded reinforcement,

applying a corrosion-inhibiting coating to the exposed reinforcement, and finishing the area with a high-performance repair mortar to stop the spread of the damage at this early stage. Also, we identified one partially exposed and damaged post-tensioning beam tendon on the Basin level. We recommended repairing the P/T tendon in both proposed repair programs. In addition, concrete stair deterioration was observed. Deteriorated concrete steps can be a trip hazard to pedestrians and should be repaired. We also identified several unsealed cracks on the Pier level with direction parallel to the primary P-T reinforcement. Based on our visual observation, we do not believe these cracks are a structural concern and it is likely that these cracks were present during Walkers last condition assessment and are now visible. We recommend routing and sealing these cracks to keep moisture away from the reinforcement.

WATERPROOFING SYSTEMS

Waterproofing is essential for structures to meet, and in some cases exceed, their intended lifespan especially in structures exposed to acidic environments such as the South Pier and Plaza parking structures. Parking structures are unique in that they are often exposed to the elements and consequently are often overlooked in terms of their waterproofing measures. Cracking, spalling, or exposed joints are all opportunities for moisture intrusion. Concrete itself is a porous material and will inherently allow some moisture to penetrate beyond the surface. Water intrusion is detrimental to the structural integrity and lifespan of a structure, especially for reinforced concrete or steel structures. Waterproofing membranes or sealers are often used in addition to crack and joint sealants to protect the underlying structural elements and prevent water ingress.

South Pier Parking Structure

The Village level consists of a supported deck over the parking structure. The Village level is comprised of topping slab, planters, existing buildings, and brick paved walkways and driveways laid over a structural deck slab. All these components must be thoughtfully designed and detailed to produce a comprehensive and effective system.

Due to the buried and layered nature of the waterproofing elements in similar deck systems, leaks are difficult to discern and locate. It is possible to visually observe leaks through the underside of structural slabs; however, since moisture can migrate laterally above and through the slab, it can be difficult to detect and locate breaches using this method. Test methods such as thermal imaging, and low and high voltage testing exist to provide effective means of locating and repairing leaks within a plaza system.

At the raised sidewalk plaza area, there were several failed sealant joints and unsealed cracks. It is believed that there is a waterproofing system beneath the raised sidewalk. Buried waterproofing systems typically have a life expectancy of 30+ years and can be very costly to replace because they require the removal of the sidewalk. We recommend a program be developed to replace the buried waterproofing system as needed. Our 5-year cost opinion includes full replacement of the plaza waterproofing and concrete topping slab.

Plaza Parking Structure

With the repairs completed under the recent restoration project, the implementation of a preventative maintenance plan provides a programming tool for the City to budget for future maintenance needs of the Plaza parking structure. This preventative maintenance plan focuses on the maintenance cycle of waterproofing items such as traffic membrane, sealants, expansion joints, and other items that protect underlying materials and not day-to-day operational maintenance such as sweeping, trash removal, and cleaning.

With the Plaza parking structure located near the marine environment, the focus of the maintenance will be installing new traffic membrane on the remainder of the Pier level structural slab and recoating the existing traffic coating on the Pier level. Traffic coating also typically sees wear on the high abrasion areas such as sharp turns

along main travel paths and requires recoating with a texture coat in 6- 8 years. Sealants and expansion joints on covered levels typically have a service life of 10-12 years.

OBSERVATIONS

On November 3, 4, and 10, 2021, Walker Consultants performed a condition assessment of the South and Plaza Parking Structures. The assessment consisted of a visual review of representative exposed structural elements (columns, beams, walls,) and waterproofing elements (sealants and expansion joints). Our assessment also included chain dragging and hammer sounding of representative areas to identify concrete delaminations and possible corrosion of the embedded steel reinforcement. In addition, a limited visual review of the structures' façade was performed from the Ground level.

The following conditions were noted. The referenced photographs are included in Appendix B.

South Parking structure

Village Level

- Chain drags sounding of the Village level floor revealed isolated floor deterioration. Sounding the previous floor repairs indicated delamination which indicated that the repairs are not generally performing acceptably. Isolated floor cracks were also observed (Photo 1.1 to 1.5).
- Typical concrete topping deterioration with exposed and corroded reinforcement was observed primarily on the Village level along drive lanes (Photos 1.6 and 1.7).
- Typical Village level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.8 and 1.9).
- Typical cracked and spalled pavers at Village level (Photos 1.10 and 1.11).
- Expansion joint cover plate bolts were seen projecting out, missing or loose (Photos 1.12 and 1.13).
- Typical deteriorated / spalled concrete planter walls (Photos 1.14).
- Fiber reinforcing wrap on the underside soffit surfaces of the Village level is deteriorated due to the moisture entrapment (Photos 1.15 and 1.16).

Pier Level

- Chain drags sounding of the Pier level floor revealed isolated floor deterioration. Sounding the previous floor repairs indicated delamination which indicated that the repairs are not generally performing acceptably. Isolated floor cracks were also observed (Photo 1.17 and 1.18).
- Typical concrete slab deterioration with exposed and corroded reinforcement was observed primarily on Pier level on the northeastern side (Photos 1.19 to 1.21).
- Isolated slab edge deterioration and spalls with exposed and corroded reinforcement (Photos 1.22 and 1.23).
- Isolated concrete wall delamination and spalling with exposed rebars (Photos 1.24 and 1.25).
- Typical Pier level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.26 to 1.28).
- Isolated beam deterioration with exposed and corroded reinforcement was observed primarily below the expansion joint (running north-south at south end of the garage) with other isolated locations (Photos 1.29 and 1.30).
- Urethane traffic membrane was observed in poor to fair condition on the West side of the entire Pier level. Most of the high-traffic turning radii has worn surfaces with aggregate roll-out observed (Photos 1.31 and 1.32).

- The fiber reinforcing wraps with added concrete cover at select columns on the west elevations were observed. Also, some of the underside soffit surfaces of the Pier Level had received fiber reinforcing wrap (Photos 1.33).
- Underside drain piping was corroding (Photo 1.34 and 1.35).

Basin Level

- Typical slab on grade spalls (Photo 1.36 and 1.37).
- Minor isolated concrete spalling was observed at the corners of the interior columns at a few locations on the basement and main parking levels (Photo 1.38).

Stair Towers

There are five stair towers servicing the garage: stair #1, located on the northeast side of the garage; stair #2, located on the southeast side of the garage; stair #3, located on the northwest side of the garage; stair #4, located on the southwest side of the garage; and stair #5, located in the center on the middle spline of the garage. Overall, all stair systems appear in fair to good condition, with the following observed:

- Stair #2, 3, and 4:
 - Stair treads coating are peeled off (Photo 1.39 and 1.40).
- Stair #5:
 - Corrosion can be seen on all steel railing surfaces (Photo 1.41 and 1.42).

Plaza Parking structure

Plaza Level

- Typical precast concrete spandrel deterioration with exposed and corroded reinforcement (Photo 2.1 and 2.2).
- Missing roof tiles above the stair tower were observed (Photo 2.3).
- Drains were plugged with leaves and minor amounts of trash (Photo 2.4).

Pier Level

- Isolated concrete floor deterioration with exposed and corroded reinforcement was observed primarily on Pier level (Photos 2.5).
- Isolated Pier level soffit slab corner deterioration and spalls with exposed and corroded reinforcement (Photos 2.6 and 2.7).
- Typical floor cracks were also observed (Photo 2.8).
- Typical ceiling cracking was observed parallel to most of the beams of the Pier Level (Photo 2.9)

Basin Level

- Isolated delaminated concrete ceiling (Photo 2.10).
- Isolated delamination on the concrete walls exposing corroded reinforcement (Photo 2.11 and 2.12).
- Concrete stair deterioration was observed (Photo 2.13 and 2.14).
- Isolated damaged P/T rebar of a concrete beam (Photo 2.15).

Exteriors

- Slab edge spalling and exposed rebar was observed mainly at the southwest end of South Pier parking garage. (Photo 3.1).
- Isolated concrete curb delamination was observed at the south end of South Pier parking garage (Photo 3.2).
- Isolated concrete wall delamination with exposed corroded rebar was observed on the south end of the South Pier parking garage (Photo 3.3).

LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by the City of Redondo Beach (Client). This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations and field survey work. The opinion of probable repair costs is based on available information at the time of our condition appraisal and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the condition appraisal was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represent current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our condition appraisal was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation, or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements. Similarly, we have not reviewed or evaluated the presence of or the subsequent mitigation of hazardous materials, including, but not limited to, asbestos, and PCB. In addition, seismic evaluation of the subject parking structure for compliance with the current building code was not part of the scope of this project.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. The use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. The client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods, and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense, including reasonable attorney's fees incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

APPENDIX-A
TABLE A1 - Executive Summary – 5 Year Budget Forecast
**Table CS-1
Combined Structures
Executive Summary**


WORK DESCRIPTION	TOTAL COST	2022	2023	2024	2025	2026
Work Categories						
General Conditions	\$ 1,648,000	\$ 228,000	\$ 361,000	\$ 545,500	\$ 481,000	\$ 32,500
Structural / Concrete Repairs	\$ 7,060,500	\$ 1,149,000	\$ 1,717,000	\$ 3,114,500	\$ 1,080,000	\$ -
Waterproofing	\$ 3,646,000	\$ 360,000	\$ 680,000	\$ 520,000	\$ 2,086,000	\$ -
Stair Tower Repair	\$ 55,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 52,000
Mechanical / Electrical / Plumbing	\$ 136,500	\$ -	\$ 8,000	\$ -	\$ -	\$ 128,500
Architectural / Miscellaneous	\$ 71,500	\$ -	\$ -	\$ -	\$ 38,500	\$ 33,000
Functional & Accessibility	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
Contingency 10%	\$ 1,264,000	\$ 175,000	\$ 277,000	\$ 418,000	\$ 369,000	\$ 25,000
Consulting & Engineering Fees	\$ 1,264,000	\$ 175,000	\$ 277,000	\$ 418,000	\$ 369,000	\$ 25,000
Opinion of Annual Budget (Dollars)	\$ 15,150,500	\$ 2,095,000	\$ 3,320,000	\$ 5,016,000	\$ 4,423,500	\$ 296,000
Opinion of Annual Budget (Adjusted Future Value)	\$ 16,484,000	\$ 2,158,000	\$ 3,522,300	\$ 5,481,200	\$ 4,978,800	\$ 343,200

WC PROJECT No. 37-009397.00

June 6, 2022

TABLE A1.1 – South Pier Parking Structure – 5 Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 1,555,500	\$ 214,000	\$ 352,000	\$ 545,500	\$ 415,000	\$ 29,000
1.1	General Conditions / Mobilization	\$ 1,555,500	214,000	352,000	545,500	415,000	29,000
2.00	Structural / Concrete Repairs	\$ 4,924,500	\$ 1,045,000	\$ 1,665,000	\$ 3,114,500	\$ 1,080,000	\$ -
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 1,350,000			\$ 1,350,000		
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 157,500			\$ 157,500		
2.3	Replacement of Wearing Slab - Village Level Drive Lanes / Parking	\$ 1,470,000	\$ 630,000	\$ 560,000	\$ 280,000		
2.4	Concrete Repair - Ceilings	\$ 400,000	\$ 400,000				
2.5	Concrete Repair - Columns, Beams, Walls	\$ 100,000			\$ 100,000		
2.6	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 42,000	\$ 35,000		\$ 7,000		
2.7	Curbs and Walks	\$ 125,000			\$ 125,000		
2.8	Remove Planters	\$ 25,000		\$ 25,000			
2.9	Replacement of Wearing Slab - Village Level Walks (Pavers)	\$ 1,890,000		\$ 630,000	\$ 630,000	\$ 630,000	
2.10	Replacement of Walks - Village Level	\$ 1,350,000		\$ 450,000	\$ 450,000	\$ 450,000	
2.11	Slab on Grade	\$ 15,000			\$ 15,000		
3.00	Waterproofing	\$ 3,225,000	\$ 360,000	\$ 480,000	\$ 520,000	\$ 1,665,000	\$ -
3.1	Plaza-Type Waterproofing System - Village Level Drive Lanes	\$ 840,000	\$ 360,000	\$ 320,000	\$ 160,000		
3.2	Plaza-Type Waterproofing System - Walks	\$ 1,080,000		\$ 360,000	\$ 360,000	\$ 360,000	
3.3	Rout/Seal Cracks	\$ 72,000				\$ 72,000	
3.4	Construction Joint Sealants	\$ 37,000				\$ 37,000	
3.5	Cove Sealants	\$ 30,000				\$ 30,000	
3.6	Foundation Waterproofing - Village Level Buildings Bases	\$ 126,000				\$ 126,000	
3.7	Traffic -Rated Deck Coating - Replace - West Pier Level	\$ 640,000				\$ 640,000	
3.8	Traffic Coating - Partial East Pier Level	\$ 400,000				\$ 400,000	
4.00	Stair Tower Repair	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
4.1	Paint Stair Structure Frame	\$ 20,000					\$ 20,000
4.2	Paint Hand Railings	\$ 20,000					\$ 20,000
5.00	Mechanical / Electrical / Plumbing	\$ 117,500	\$ -	\$ -	\$ -	\$ -	\$ 117,500
5.1	New Drain Installation	\$ 35,000					\$ 35,000
5.2	New Piping Installation	\$ 35,000					\$ 35,000
5.3	Drain Repair/Replacement	\$ 12,500					\$ 12,500
5.4	MEP Allowance	\$ 30,000					\$ 30,000
5.5	Clean and Flush Drains/Pipes	\$ 5,000					\$ 5,000
6.00	Architectural / Miscellaneous	\$ 53,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 33,000
6.1	Paint Ceilings, Walls, and Columns - Spot Repair	\$ 30,000					\$ 30,000
6.2	Repair Timber Railing Posts & Attachments	\$ 3,000					\$ 3,000
6.3	Re-Paint Traffic Markings	\$ 20,000				\$ 20,000	
	Sub Total	\$ 11,915,500	\$ 1,639,000	\$ 2,697,000	\$ 4,180,000	\$ 3,180,000	\$ 219,500
	Contingency 10%	\$ 1,192,000	\$ 164,000	\$ 270,000	\$ 418,000	\$ 318,000	\$ 22,000
	Consulting & Engineering Fees	\$ 1,192,000	\$ 164,000	\$ 270,000	\$ 418,000	\$ 318,000	\$ 22,000
	Opinion of Annual Budget (2021 Dollars)	\$ 14,299,500	\$ 1,967,000	\$ 3,237,000	\$ 5,016,000	\$ 3,816,000	\$ 263,500
	Opinion of Annual Budget (Adjusted Future Value)	\$ 15,542,000	\$ 2,026,100	\$ 3,434,200	\$ 5,481,200	\$ 4,295,000	\$ 305,500

Note: Future value cost based on inflation; 3% annually

WC PROJECT No. 37-009397.00`

June 6, 2022

TABLE A1.2 - Plaza Parking Structure – 5 Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 92,500	\$ 14,000	\$ 9,000	\$ -	\$ 66,000	\$ 3,500
1.1	General Conditions / Mobilization	\$ 92,500	14,000	9,000		66,000	3,500
2.00	Structural / Concrete Repairs	\$ 136,000	\$ 84,000	\$ 52,000	\$ -	\$ -	\$ -
2.1	Partial Depth Concrete Stair Repair	\$ 75,000	\$ 75,000				
2.2	Partial Depth Concrete Repair - PCP	\$ 9,000	\$ 9,000				
2.3	Concrete Repair - Columns, Beams, Walls and Ceilings	\$ 45,000		\$ 45,000			
2.4	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 4,500		\$ 4,500			
2.5	Precast Spandrel Repair	\$ 2,500		\$ 2,500			
3.00	Waterproofing	\$ 421,000	\$ -	\$ -	\$ -	\$ 421,000	\$ -
3.1	Expansion Joint Replacement	\$ 25,000				\$ 25,000	
3.2	Rout/Seal Cracks	\$ 40,000				\$ 40,000	
3.3	Construction Joint Sealants	\$ 8,000				\$ 8,000	
3.4	Traffic Topping Membrane	\$ 256,000				\$ 256,000	
3.5	Traffic Topping Membrane - Recoat	\$ 90,000				\$ 90,000	
3.6	Cracks (Chemical Grout Injection)	\$ 2,000				\$ 2,000	
4.00	Stair Tower Repair	\$ 15,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 12,000
4.1	Paint Stair Structure Frame	\$ 7,000					\$ 7,000
4.2	Paint Hand Railings	\$ 5,000					\$ 5,000
4.3	Roof Tiles	\$ 3,000	\$ 3,000				
5.00	Mechanical / Electrical / Plumbing	\$ 19,000	\$ -	\$ 8,000	\$ -	\$ -	\$ 11,000
5.1	Clean Light Fixture Lenses	\$ 2,000					\$ 2,000
5.2	Clean and Flush Drains/Pipes	\$ 12,000		\$ 8,000			\$ 4,000
5.3	Check CO Monitors	\$ 1,000					\$ 1,000
5.4	Light Fixture Replacement	\$ 500					\$ 500
5.5	Relamp Fixtures	\$ 500					\$ 500
5.6	Routine Elevator Maintenance	\$ 3,000					\$ 3,000
6.00	Architectural / Miscellaneous	\$ 18,500	\$ -	\$ -	\$ -	\$ 18,500	\$ -
6.1	Paint Ceilings, Walls, and Columns	\$ 12,000				\$ 12,000	
6.2	Reset Parking Bumpers (Wheel stops)	\$ 1,500				\$ 1,500	
6.3	Re-Paint Traffic Markings	\$ 5,000				\$ 5,000	
7.00	Functional & Accessibility	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
7.1	Repair Broken Tendon Allowance	\$ 5,000	\$ 5,000				
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026
Sub Total		\$ 707,000	\$ 106,000	\$ 69,000	\$ -	\$ 505,500	\$ 26,500
Contingency 10%		\$ 72,000	\$ 11,000	\$ 7,000	\$ -	\$ 51,000	\$ 3,000
Consulting & Engineering Fees		\$ 72,000	\$ 11,000	\$ 7,000	\$ -	\$ 51,000	\$ 3,000
Opinion of Annual Budget (2021 Dollars)		\$ 851,000	\$ 128,000	\$ 83,000	\$ -	\$ 607,500	\$ 32,500
Opinion of Annual Budget (Adjusted Future Value)		\$ 942,000	\$ 131,900	\$ 88,100	\$ -	\$ 683,800	\$ 37,700

Note: Future value cost based on inflation; 3% annually

TABLE A2 - Executive Summary – Single - Year Budget Forecast

Table CS-1

Combined Structures

Executive Summary



WORK DESCRIPTION	TOTAL COST
Work Categories	
General Conditions	\$ 234,000
Structural / Concrete Repairs	\$ 1,128,500
Waterproofing	\$ 400,000
Mechanical / Electrical / Plumbing	\$ 15,000
Architectural / Miscellaneous	\$ 5,000
Functional & Accessibility	\$ 5,000
Contingency 10%	\$ 179,500
Consulting & Engineering Fees	\$ 179,500
Opinion of Annual Budget (Dollars)	\$ 2,149,500

TABLE A2.1 – South Pier Parking Structure – Single Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	2022
1.00	General Conditions	\$ 220,000
1.1	General Conditions / Mobilization	\$ 220,000
2.00	Structural / Concrete Repairs	\$ 1,044,500
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 450,000
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 52,500
2.3	Concrete Repair - Ceilings	\$ 400,000
2.4	Concrete Repair - Columns, Beams, Walls	\$ 100,000
2.5	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 42,000
3.00	Waterproofing	\$ 400,000
3.1	Traffic Coating - Partial East Pier Level	\$ 400,000
4.00	Mechanical / Electrical / Plumbing	\$ 15,000
4.1	MEP Allowance	\$ 10,000
4.2	Clean and Flush Drains/Pipes	\$ 5,000
5.00	Architectural / Miscellaneous	\$ 5,000
5.1	Re-Paint Traffic Markings	\$ 5,000
	Sub Total	\$ 1,684,500
	Contingency 10%	\$ 168,500
	Consulting & Engineering Fees	\$ 168,500
	Opinion of Annual Budget (2021 Dollars)	\$ 2,021,500

TABLE A2.2 - Plaza Parking Structure – Single Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	2022
1.00	General Conditions	\$ 14,000
1.1	General Conditions / Mobilization	\$ 14,000
2.00	Structural / Concrete Repairs	\$ 84,000
2.1	Partial Depth Concrete Stair Repair	\$ 75,000
2.2	Partial Depth Concrete Repair - PCP	\$ 9,000
2.3	Concrete Repair - Columns, Beams, Walls and Ceilings	\$ -
2.4	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ -
2.5	Precast Spandrel Repair	\$ -
3.00	Stair Tower Repair	\$ 3,000
3.1	Roof Tiles	\$ 3,000
4	Functional & Accessibility	\$ 5,000
4.1	Repair Broken Tendon Allowance	\$ 5,000
		5-YEAR TOTAL COST
	Sub Total	\$ 106,000
	Contingency 10%	\$ 11,000
	Updated Condition Assessment	\$ -
	Consulting & Engineering Fees	\$ 11,000
	Opinion of Annual Budget (2021 Dollars)	\$ 128,000

TABLE A3– South Pier Parking Structure – Ten Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
1.00	General Conditions	\$ 1,846,000	\$ 214,000	\$ 136,000	\$ 178,500	\$ 225,000	\$ 289,000	\$ 254,500	\$ 205,000	\$ 167,500	\$ 16,500	\$ 160,000
1.1	General Conditions / Mobilization	\$ 1,846,000	\$ 214,000	\$ 136,000	\$ 178,500	\$ 225,000	\$ 289,000	\$ 254,500	\$ 205,000	\$ 167,500	\$ 16,500	\$ 160,000
2.00	Structural / Concrete Repairs	\$ 7,678,500	\$ 1,065,000	\$ 585,000	\$ 1,029,500	\$ 648,000	\$ 1,150,500	\$ 1,150,500	\$ 1,150,500	\$ 899,500	\$ -	\$ -
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 1,921,000			\$ 450,000		\$ 450,000	\$ 346,000	\$ 450,000	\$ 225,000		
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 231,500			\$ 52,500		\$ 52,500	\$ 47,500	\$ 52,500	\$ 26,500		
2.3	Replacement of Wearing Slab - Village Level Drive Lanes / Parking	\$ 1,470,000	\$ 630,000	\$ 560,000	\$ 280,000							
2.4	Concrete Repair - Ceilings	\$ 500,000	\$ 400,000					\$ 100,000				
2.5	Concrete Repair - Columns, Beams, Walls	\$ 100,000			\$ 100,000							
2.6	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 51,000	\$ 35,000		\$ 7,000			\$ 9,000				
2.7	Curbs and Walks	\$ 125,000			\$ 125,000							
2.8	Remove Planters	\$ 25,000		\$ 25,000								
2.9	Replacement of Wearing Slab - Village Level Walks (Pavers)	\$ 1,890,000				\$ 378,000	\$ 378,000	\$ 378,000	\$ 378,000	\$ 378,000		
2.10	Replacement of Walks - Village Level	\$ 1,350,000				\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000		
2.11	Slab on Grade	\$ 15,000			\$ 15,000							
3.00	Waterproofing	\$ 4,265,000	\$ 360,000	\$ 320,000	\$ 160,000	\$ 841,000	\$ 576,000	\$ 536,000	\$ 216,000	\$ 216,000	\$ -	\$ 1,040,000
3.1	Plaza-Type Waterproofing System - Village Level Drive Lanes	\$ 840,000	\$ 360,000	\$ 320,000	\$ 160,000							
3.2	Plaza-Type Waterproofing System - Walks	\$ 1,080,000				\$ 216,000	\$ 216,000	\$ 216,000	\$ 216,000	\$ 216,000		
3.3	Rout/Seal Cracks	\$ 72,000				\$ 72,000						
3.4	Construction Joint Sealants	\$ 37,000				\$ 37,000						
3.5	Cove Sealants	\$ 30,000				\$ 30,000						
3.6	Foundation Waterproofing - Village Level Buildings Bases	\$ 126,000				\$ 126,000						
3.7	Traffic Rated Deck Coating - Replace - West Pier Level	\$ 1,280,000				\$ 240,000	\$ 240,000	\$ 160,000				\$ 640,000
3.8	Traffic Coating - Partial East Pier Level	\$ 800,000				\$ 120,000	\$ 120,000	\$ 160,000				\$ 400,000
4.00	Stair Tower Repair	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	\$ -
4.1	Paint Stair Structure Frame	\$ 40,000					\$ 20,000				\$ 20,000	
4.2	Paint Hand Railings	\$ 40,000					\$ 20,000				\$ 20,000	
5.00	Mechanical / Electrical / Plumbing	\$ 187,500	\$ -	\$ -	\$ -	\$ -	\$ 117,500	\$ -	\$ -	\$ -	\$ 70,000	\$ -
5.1	New Drain Installation	\$ 70,000					\$ 35,000				\$ 35,000	
5.2	New Piping Installation	\$ 35,000					\$ 35,000					
5.3	Drain Repair/Replacement	\$ 12,500					\$ 12,500					
5.4	MEP Allowance	\$ 60,000					\$ 30,000				\$ 30,000	
5.5	Clean and Flush Drains/Pipes	\$ 10,000					\$ 5,000				\$ 5,000	
6.00	Architectural / Miscellaneous	\$ 81,000	\$ -	\$ -	\$ -	\$ 8,000	\$ 41,000	\$ 8,000	\$ -	\$ -	\$ -	\$ 24,000
6.1	Paint Ceilings, Walls, and Columns - Spot Repair	\$ 30,000					\$ 30,000					
6.2	Repair Timber Railing Posts & Attachments	\$ 3,000					\$ 3,000					
6.3	Re-Paint Traffic Markings	\$ 48,000				\$ 8,000	\$ 8,000	\$ 8,000				\$ 24,000
		10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	Subtotal (Pre - General Conditions)	\$ 12,292,000	\$ 1,425,000	\$ 905,000	\$ 1,189,500	\$ 1,497,000	\$ 1,925,000	\$ 1,694,500	\$ 1,366,500	\$ 1,115,500	\$ 110,000	\$ 1,064,000
	Sub Total	\$ 14,138,000	\$ 1,639,000	\$ 1,041,000	\$ 1,368,000	\$ 1,722,000	\$ 2,214,000	\$ 1,949,000	\$ 1,571,500	\$ 1,283,000	\$ 126,500	\$ 1,224,000
	Contingency 10%	\$ 1,416,000	\$ 164,000	\$ 104,500	\$ 137,000	\$ 172,500	\$ 221,500	\$ 195,000	\$ 157,500	\$ 128,500	\$ 13,000	\$ 122,500
	Consulting & Engineering Fees	\$ 1,416,000	\$ 164,000	\$ 104,500	\$ 137,000	\$ 172,500	\$ 221,500	\$ 195,000	\$ 157,500	\$ 128,500	\$ 13,000	\$ 122,500
	Opinion of Annual Budget (2022 Dollars)	\$ 16,970,000	\$ 1,967,000	\$ 1,250,000	\$ 1,642,000	\$ 2,067,000	\$ 2,657,000	\$ 2,339,000	\$ 1,886,500	\$ 1,540,000	\$ 152,500	\$ 1,469,000
	Opinion of Annual Budget (Adjusted Future Value)	\$ 19,214,000	\$ 1,967,000	\$ 1,287,500	\$ 1,742,000	\$ 2,258,700	\$ 2,990,500	\$ 2,711,600	\$ 2,252,600	\$ 1,894,100	\$ 193,200	\$ 1,916,800

APPENDIX-B

1.SOUTH PIER PARKING STRUCTURE

Photo 1.1- Concrete delamination, Village level (BA1-50)



Photo 1.2- Concrete delamination, Village level (SH1-167)



Photo 1.3- Delaminated previous repair, Village level (BA1-111)



Photo 1.4- Cracks on concrete floor slab, Village level (SH1-165)



Photo 1.5- Cracks on concrete floor slab, Village level (BA1-80)



Photo 1.6- Exposed rebar on floor, Village level (SH1-168)



Photo 1.7- Exposed rebar on floor, Village level (SH1-180)



Photo 1.8- Soffit slab deterioration and spalls with exposed reinforcement, Village level (SH1-8)



Photo 1.9- Soffit slab deterioration and spalls with exposed reinforcement, Village level (MM1-52)



Photo 1.10- Typical spalled and cracked pavers, Village level (BA1-113)



Photo 1.11- Typical spalled and cracked pavers, Village level (SH1-190)



Photo 1.12- Expansion joint cover plate bolts projecting out, Village level (BA1-139)



Photo 1.13- Expansion joint cover plate bolts projecting out, Village level (SH1-185)



Photo 1.14- Typical spalled concrete planter walls, Village level (BA1-58)



Photo 1.15- Deteriorated fiber reinforcing wrap, Village level (SH1-88)



Photo 1.16- Deteriorated fiber reinforcing wrap, Village level (SH1-96)



Photo 1.17- Concrete delamination, Pier level (SH2-7)



Photo 1.18- Concrete delamination, Pier level (SH2-21)



Photo 1.19- Exposed rebar on floor, Pier level (SH2-8)



Photo 1.20- Exposed rebar on floor, Pier level (SH2-17)



Photo 1.21- Concrete spalling at slabs, Pier level (SH2-10)



Photo 1.22- Isolated slab edge spall, Pier level (MM1-129)



Photo 1.23- Isolated slab edge spall, Pier level (SH1-198)



Photo 1.24- Exposed rebar on wall, Pier level (SH1-117)



Photo 1.25- Exposed rebar on wall, Pier level (SH1-118)

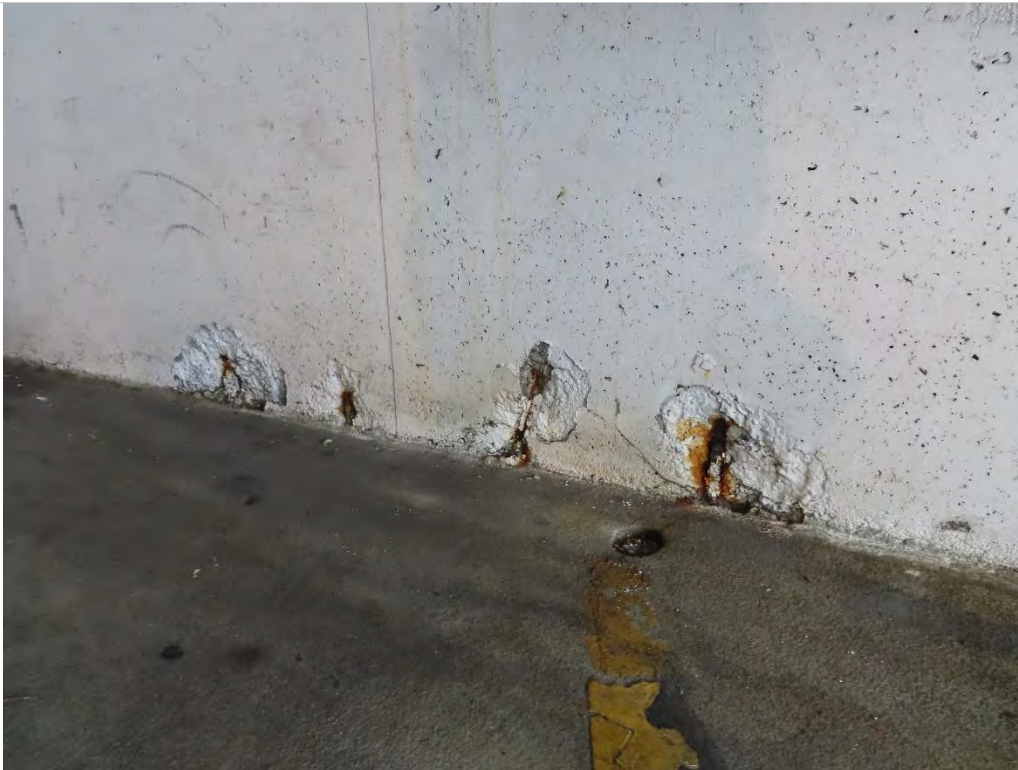


Photo 1.26- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH1-258)

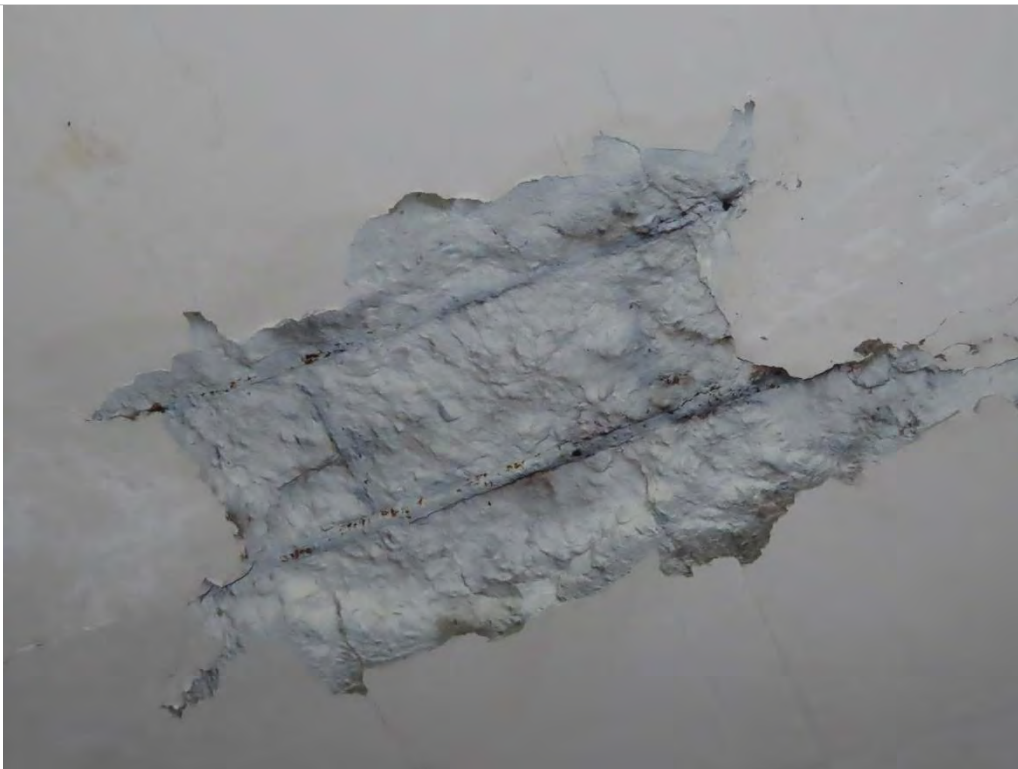


Photo 1.27- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH2-58)



Photo 1.28- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH1-249)



Photo 1.29- Concrete beam spalling below the expansion joint, Pier level (MM1-45)



Photo 1.30- Concrete beam spalling below the expansion joint, Pier level (MM1-46)



Photo 1.31- Compromised traffic membrane, Pier level (SH1-52)



Photo 1.32- Compromised traffic membrane, Pier level (SH1-48)



Photo 1.33- Fiber reinforcing wraps with added concrete cover, Basin level (SH1-271)



Photo 1.34- Corroded drainpipe, Pier level (MM1-33)



Photo 1.35- Corroded drainpipe, Pier level (MM1-82)



Photo 1.36- Deteriorated slab on grade, Basin level (SH2-44)



Photo 1.37- Deteriorated slab on grade, Basin level (SH2-48)



Photo 1.38- Isolated concrete column spalls, Basin level (SH1-241)



Photo 1.39- Typical stair coating worn off, (SH2-88)



Photo 1.40- Typical stair coating worn off, (SH2-118)



Photo 1.41- Corroded stair railing, (SH2-103)



Photo 1.42- Corroded stair railing, (SH2-104)



2. PLAZA PARKING STRUCTURE

Photo 2.1- Spalled precast concrete spandrel with exposed rebar, Plaza level (SH2-265)



Photo 2.2- Spalled precast concrete spandrel with exposed rebar, Plaza level (SH2-266)



Photo 2.3- Missing roof tiles on the stair tower, Plaza level (SH2-130)



Photo 2.4- Clogged drains, Plaza level (SH2-267)



Photo 2.5- Exposed rebar on floor, Pier level (SH2-155)



Photo 2.6- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (BA1-326)



Photo 2.7- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (BA1-327)



Photo 2.8- Cracks on concrete floor slab, Pier level (SH2-151)



Photo 2.9- Cracks underside of concrete slabs, Pier level (BA1-319)



Photo 2.10- Concrete spalling underside the slabs, Pier level (SH2-185)



Photo 2.11- Exposed rebar on wall, Basin level (SH2-166)



Photo 2.12- Exposed rebar on wall, Basin level (SH2-198)



Photo 2.13- Damaged concrete stair treads and risers, (SH2-206)



Photo 2.14- Damaged concrete stair treads and risers, (SH2-209)



Photo 2.15- Damaged beam P/T rebar, Basin level (SH2-174)



3.EXTERIORS

Photo 3.1- Exposed and corroded rebar, Exterior - South elevation (SH2-252)



Photo 3.2- Exposed and corroded rebar, Exterior - South elevation (SH2-257)



Photo 3.3- Concrete delamination, Exterior - South elevation (SH2-262)





WALKER
CONSULTANTS



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Jim Light <jim@southbayparks.org>

Date: June 12, 2022 at 8:59:26 PM PDT

To: Cameron Harding <Cameron.Harding@redondo.org>, Ted Semaan <Ted.Semaan@redondo.org>, Bill Brand <Bill.Brand@redondo.org>, Todd Loewenstein <Todd.Loewenstein@redondo.org>, Nils Nehrenheim <Nils.Nehrenheim@redondo.org>, Zein Obagi <Zein.Obagi@redondo.org>, Elizabeth Hause <Elizabeth.Hause@redondo.org>, Mike Witzansky <Mike.Witzansky@redondo.org>, Eleanor Manzano <Eleanor.Manzano@redondo.org>, Michael Klein <Michael.Klein@redondo.org>

Cc: Jacob Varvarigos <jacob@southbayparks.org>, Lang Mara <mara@southbayparks.org>, Aga Chenfu <aga@southbayparks.org>

Subject: Budget Report Item related to Wilderness Park Pond

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

All,

First, I want to thank all of you for the support we have gotten from the City and from City staff in our efforts to rewild Wilderness Park and on helping make our last Earth Day event a real success. The level of support is very greatly appreciated by SBPC. That said, we have reviewed the Budget Request item related to the ponds at Wilderness Park and we do have some concerns about the cost estimates given.

The biggest questions we get while working Wilderness Park are:

- what happened to the lower pond; and,
- is the city going to replace it?

SBPC did a rough, conservative cost estimate for the lower pond refurbishment along with the stream. This estimate is based on research we have done related to reestablishing wetlands at the AES site and includes review and some input from an artificial pond contractor. Our estimate left the old concrete in place and assumed a shallower (max 1.5') pond using a liner and refurbishing the stream with a flexible seal coating. The pond would have-mixed filtration with a mechanical and bio filter, but utilizing water plants covering about 30% of the surface as a natural filtration feature. Our estimate was pre-inflation and was very

conservatively \$150K - and that included a healthy management contingency.

We believe the pond could be far more natural than the previous pond and require much less maintenance. We have tested some native water plants in the upper pond to see if they would survive - and they are doing well. So water plants are feasible. We only used 30 plants in the test which are far too few to see any results from a filtering perspective, plus the current design is not optimized to use plants as a filter mechanism.

As to ADA compliance we believe the city is providing a like-feature in the upper pond and thus ADA compliance for the lower pond is not required. However, by applying ADA compliance required of trails in similar natural parks, we believe, even if the City must comply or simply desires ADA accessibility, the staff estimate is greatly overestimated. The current packed roads of the park are plenty of width for compliance and they meet the hardness standards for natural trails.

And there are multiple paths to the lower pond. The one to the east and down the middle of the park seems to have the least slope. If there is an area of that road that would require rest stops per ADA rules, there is ample space to provide the periodic level place to the side or even on the road itself with some minor grading.

The city could also explore providing one or more electric wheelchairs designed for outdoor trails that could easily and safely navigate the current unpaved roads through the park. These wheelchairs range widely in cost - a quick survey revealed prices from \$4000 to \$15,000. Even at the high end two or three of these would be less expensive than the Budget Report item estimate for ADA compliance.

We would welcome the opportunity to sit down with Public Works and Community Services to discuss the potential of reworking the lower pond concept and estimate to a reduce the cost of both replacement and operation while improving the environmental friendliness of feature. We feel both ponds are highly desired features that the City should replace/improve. We further believe the upper pond can be improved with the same approach when major repair/replacement is desired.

Thank you for your consideration on this matter.

VR

Jim Light
President, South Bay Parkland Conservancy
Certified California Naturalist
310-989-3332

F

[REDACTED]

From: Vivek Gupta <vivekguptamdmp@gmail.com>

Sent: Tuesday, June 14, 2022 5:54 AM

To: jeffrey gaul <jeff_gaul@hotmail.com>

Cc: vivekguptamdmp@gmail.com; Eleanor Manzano <Eleanor.Manzano@redondo.org>; Mike Witzansky <Mike.Witzansky@redondo.org>

Subject: Re: request to speak for 3 minutes at June 14th Redondo Beach City Council Meetings

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hey everyone, this is what I plan to speak today at the council meeting

- In the last few months, we have heard from the hard working and caring people working at PATH, Los Angeles Homeless services authority, Harbor Interfaith, Department of Public Health/Substance Abuse Prevention and Control who are doing amazing work helping those suffering from homelessness and drug related issues.
- It seems the issue is that there is a limiting step of translating some of the work and successes to the general population. Initially I was thinking we needed to find out where people are getting their news and try to intervene in those sources but eventually I realized the only way to do this in the 21st century is to increase our social media presence.
- Increasing our social media efforts can help us spread the efforts and interventions of our partners who are doing great things to make Redondo better.
- Additionally, an increased social media presence will help us solicit feedback in a more effective way, and can possibly help with increased tourism, build a sense of community and togetherness amongst our current residents, and can be an efficient way to spread information.
- Example, Roanoke VA (<https://www.governing.com/archive/gov-integrating-social-media-roanoke.html>)
 - Officials integrated social media into the daily routine of the city; followers grew from 22K to 100K in a year
 - On website, can view FB, twitter, Instagram, flickr streams
 - Accounts act like 311 services, where users query, complain or ask for help
 - Has helped with increased tourism traffic aided by free publicity generated by photos posted by citizens + city spends 100 a month of FB advertising to attract outsiders to the city
 - Has set straight forward policies => obeying the law, refrain from making controversial remarks, designated a person in each city dept to administer activity,

paid social media consultant

- CONS

- More work
- Dealing with potential for trolls, controversy, etc.
- Other cities doing this well: Asheville, NC; Carrollton, TX; Clinton County, OH; Fredericksburg, TX; Florida Keys, FL; Glenwood, CO; Jackson Hole, WY; Sedona, AZ; Traverse City, MI – there is no twitter, or facebook page for Redondo
- I spoke with Luke Smude, assistant to the city manager, and I know there are great efforts underway to improve our website, and more distant plans to improve Redondo's social media, but I am speaking today to focus the city's attention to this issue in order to perhaps marshal increased resources and urgency to this goal so that this becomes more of a priority.
- There of course will be costs and time involved, likely will require hiring outside vendors to increase our visibility; but I believe this will be an overall benefit, and maybe even an economic benefit with added tourism dollars + potential added overall economic activity by increasing popularity of Redondo beach
- I've been living here 13 years, and love Redondo, but feel that increasing our social media presence can help continue getting our city known to the broader world, but more importantly, helping to foster our sense of community, something that is needed today more than ever in modern day America.

On Fri, Jun 10, 2022 at 8:09 AM Jeffrey Gaul <jeff_gaul@hotmail.com> wrote:

Hello Mike and Eleanor

My fellow commissioner Vivek Gupta would like to speak with the Council Tues June 14th on social media and the City website, etc.

Previous experience indicates its best to send by e-mail a brief draft of what you wish to say, show up around 5:30pm, fill out one of the cards, and while waiting for the meeting to start say hello to the other audience members. I may show up as well - should be fun to watch live or on-line!

Hope we can see the City Management team at the July PSC meeting. We appreciate the opportunity to collaborate with the City to improve service.

Jeff Gaul
RBPS Commissioner

CITY OF REDONDO BEACH
PROPOSED BUDGET RESPONSE REPORTS
FY 2022-23 PROPOSED BUDGET
BLUE FOLDER – 6.14.22

The following is a list of questions raised regarding the FY 2022-23 Proposed Budget. The corresponding answer to each of these questions (the “Budget Response Report”) follows in the sequence reflected.

Question	No.
<ul style="list-style-type: none"> What City vehicles and equipment are scheduled for replacement by the Public Works Department in Fiscal Year 2022-23 through DP# 38 and DP# 39? What is the status of Zero-Emission Vehicle and Low-Emission Vehicle purchases for the City Fleet? 	37
<ul style="list-style-type: none"> What infrastructure upgrades have been identified in the Riviera Village parking study and what is their estimated cost? 	38
<ul style="list-style-type: none"> What is the cost to design and install new streetscape furniture in Riviera Village? 	39
<ul style="list-style-type: none"> What is the status of the skate park installation at Pad 10? 	40
<ul style="list-style-type: none"> How do neighboring cities manage/administer credit card processing fees? 	41
<ul style="list-style-type: none"> What would be required to transition City banking services from Bank of America to another competing bank? 	42
<ul style="list-style-type: none"> What would be the cost to increase programming at the Perry Park and Anderson Park Senior Centers as well as the Teen Center, and what is the general cost to expand these facilities? 	43
<ul style="list-style-type: none"> What is the annual cost and resource allocation for the City's programs and services implemented in response to homelessness? 	44

Question	No.
<ul style="list-style-type: none"> What is the total estimated cost to design and install drought tolerant landscaping, pathways, and a pollinator fountain on the SCE right-of-way property licensed by the City, west of Pacific Coast Highway? 	45
Attachment: SCE ROW Improvements – Illustrative Site Analysis	45A
Attachment: SCE ROW Improvements – Cost Estimates	45B

CITY OF REDONDO BEACH

Budget Response Report #37

June 14, 2022

Question:

What City vehicles and equipment are scheduled for replacement by the Public Works Department in Fiscal Year 2022-23 through DP# 38 and DP# 39? What is the status of Zero-Emission Vehicle and Low-Emission Vehicle purchases for the City Fleet?

Response:

The Vehicle Replacement Fund (VRF) was established by the City during Fiscal Year (FY) 1983-84. It is a best management practice tool that allows the City to efficiently replace vehicles and equipment. The purpose of the Vehicle and Heavy Equipment Replacement Program is to evaluate, maintain, and replace vehicles and equipment on a schedule that optimizes their usefulness, avoids major repairs and periods of downtime, and captures ongoing technological improvements in vehicle safety, efficiency, environmental sustainability and performance. Most City vehicles historically have been replaced every 4-12 years, depending on their type and function, at an aggregate cost of between \$600,000 and \$1,500,000 each year.

Vehicle Replacement Fund (VRF) Balance

In the proposed FY 2022-23 Budget the expected beginning fund balance of the VRF is \$7.26 million prior to any decision packages being approved. It's important to note that the funding for the VRF comes from a variety of Department budget allocations depending on the Department's number and type of vehicles, maintenance and operation history, and use of fuel, and from other miscellaneous sources. Expenditures of the VRF are comprised of personnel, maintenance and operations, internal service fund, and overhead. Therefore, depending on the amount and types of vehicles/equipment that are due for replacement in the given fiscal year, the fund balance can increase or decrease significantly. Historically, the ebbs and flows in the fund balance are dependent on the amount and type of vehicles being replaced. Although the fund balance may increase due to the delayed replacement of vehicles/equipment, the need and funding to replace those vehicles/equipment remains and often at increased costs given inflationary impacts on goods and services.

Staff will continue to reassess the VRF structure on a year to year basis and evaluate individual vehicles/equipment to ensure the replacement cycle is in line with optimizing the full life of each vehicle/equipment without creating excessive maintenance and repair costs. It should be noted that in FY 2020-21 the City Council directed the extension of all vehicle replacement schedules for a two-year period to reduce annual VRF allocations. As a result, maintenance and repair costs have increased, as additional vehicle components reach the end of their useful life and require replacement.

Decision Package #38 Annual Vehicle Replacement

This year staff is recommending, via Decision Package #38, that nineteen vehicles/equipment be replaced at a total cost to the Vehicle Replacement Fund of \$1,039,272. The appropriation is necessary for the regularly scheduled replacement of nineteen (19) vehicles/equipment used by City employees to carry out their work assignments. Of the 19 vehicles/equipment, ten (10) are Police vehicles for administration, patrol, parking enforcement, and code enforcement divisions. One (1) vehicle is for the Building Inspection unit within the Community Development Department. Seven (7) vehicles are needed for the Public Works Department and consist of two (2) trucks and one (1) electric cart for the harbor division, three (3) trucks for parks and facilities, one (1) vehicle for engineering. Additionally, one (1) generator is scheduled for replacement. Per City Council direction, when feasible, Zero/Low Emission Vehicles (ZEV/LEV) are purchased. Public Works will continue to coordinate with the Departments to follow that direction for the FY 2022-23 vehicle purchases and that list is provided later in this report.

Decision Package #39 Vehicle Replacement Purchases FY2021-22 Carryover

Decision Package #39 recommends the re-appropriation of the unused funds (\$980,144) from FY 2021-22 to complete previously scheduled vehicle purchases. None of the sixteen (16) approved FY 2021-22 vehicles/equipment were delivered to the City due to supply chain issues/shortages in the market. As an example, from the FY 2020-21 approved vehicles list there are still nine (9) Ford CNG trucks that are ordered and not yet delivered and one (1) Chevrolet Bolt EV that will be delivered in coming weeks. The re-appropriation is needed now rather than as part of the regular fiscal year-end discussion in December to enable staff to execute the procurement of any outstanding vehicles between the months of July and November in the event they are made available for acquisition. Since the writing of the Decision Packages, Public Works was able to acquire two (2) additional vehicles from the FY 2021-22 vehicle replacement list. Removed from this request are two Police Patrol Sergeant Chevrolet Tahoes (units #651 and #652) that were approved by Council for purchase on June 7, 2022. The adjusted carryforward request in Decision Package #39 for the remaining three (3) vehicles and five (5) generators to be purchased is \$821,546 as a result of the recent acquisitions. This figure includes \$40,000 approved by City Council for the City Attorney's Homeless Outreach vehicle not current included in the VRF or the table below.

Table 1: FY 2022-21 Status of Vehicles/Equipment Approved for Purchase

<u>Unit</u>	<u>Year</u>	<u>Existing Vehicle</u>	<u>Assigned</u>	<u>Dept</u>	<u>Total Funding per unit</u>	<u>Status</u>
104	2008	CHEVROLET SUBURBAN-EQ	OPS-SPEC-SRVS	F	\$ 191,492	On Hold
651	2017	CHEVROLET TAHOE	PATROL-Sergeants	P	\$ 79,298	In Progress
652	2017	CHEVROLET TAHOE	PATROL-Sergeants	P	\$ 79,298	In Progress
660	2017	FORD UTILITY	PATROL	P	\$ 66,112	In Progress
661	2017	FORD UTILITY	PATROL	P	\$ 66,112	In Progress
672	2017	FORD UTILITY SLICK TOP	PATROL	P	\$ 65,717	In Progress
675	2017	DODGE RAM CHARGER SLICK TOP	PATROL	P	\$ 55,205	In Progress
678	2017	DODGE RAM CHARGER	PATROL	P	\$ 55,748	In Progress
51-06	2006	GMC CANYON P/U XTRA CAB	CODE ENF	PL	\$ 29,074	FY2022-23 DP#39
59-07	2007	GMC CANYON P/U XTRA CAB	BUILDING	PL	\$ 29,074	FY2022-23 DP#39
261-08	2008	FORD RANGER UNIT 378 MOUNTED TO TRUCK	UPLANDS MAINT	PW	\$ 18,869	FY2022-23 DP#39
G-1	1999	CATERPILLAR 3306 GENERATOR	SEWER	PW	\$ 150,969	FY2022-23 DP#39
G-11	1999	GENERAC 99A03799-S GENERATOR	BUILDING OCCUPANCY	PW	\$ 246,145	FY2022-23 DP#39
G-12	1999	ONAN 175DGFB GENERATOR*	BUILDING OCCUPANCY	PW	\$ 149,210	FY2022-23 DP#39
G-16	1999	GENERAC 98A06019-S GENERATOR	BUILDING OCCUPANCY	PW	\$ 96,804	FY2022-23 DP#39
G-2	1999	MQ POWER DCA-25SSIU	SEWER	PW	\$ 27,420	FY2022-23 DP#39

Increased costs

Given upfront cost of all vehicles, including CNG vehicles, changing needs of departments, and supply chain-related price increases, there are several vehicles that are underfunded in the VRF for FY 2022-23 purchase. This amount is estimated at \$86,960 and is included in the requested appropriations in DP's #38 and #39. An ISF adjustment will be made at Mid-Year to fund the VRF for these overages based on the final purchase price.

Supply Chain Issues

Current supply chain issues have severely impacted the future availability of vehicles/equipment across all sectors and manufactures from small/mid-size vehicles, Zero-Emission/Low Emission vehicles, (ZEV/LEV), through to heavy duty trucks and generator equipment. Long delivery delays and costs well above MSRP are also experienced as a result of the national/global inventory issue. According to Cox Automotive, a leading provider of automotive data, current US Inventory supply shrunk 54% April 2021 to April 2022 from 65 to 35 day's supply. Recently, that level has dropped even further, to around 28 day's supply. The impact of the shortage is particularly challenging for municipalities/fleet purchases given public agencies procurement processes.

The vehicles/equipment recommended for purchase would be acquired through the City's regular purchasing procedures. The procedures contain a number of competitive purchasing options including the use of a "Piggyback" Bid which is a procedure of procuring goods or services by utilizing another public entity's recent Request for

Proposal (RFP) or Request for Bid (RFB), or the National Joint Powers Alliance (NJPA) Contract Cooperative Purchasing Program. Cooperative purchasing programs provide valuable benefits to state and local governments. By attaching to national or regional cooperatives, an agency has immediate access to competitively solicited contracts and guaranteed pricing and delivery options without expending staff resources on the preparation of its own RFB. Pricing is often attractive because of the purchasing power of these cooperatives.

However, due to the shortage of inventory in general, there is a limited availability of vehicles sold to fleets through cooperative purchasing programs, which has created additional challenges for the City including:

- Difficulty sourcing the appropriate vehicles required for departments' needs
- Short window open to fleet to procure vehicles (for recent PD Tahoe purchase this was approximately a 24-hour window)
- Cancellation of orders
- Long delivery times once the Purchase Order is issued
- Long wait times for parts/materials if vehicles need to be retro-fitted (CNG etc.)

Public Works continues to research all vehicle options, including and specifically ZEV/LEV options, work with dealer/suppliers to stay informed of manufacturing inventory and windows for fleet purchasing, stand ready to move as quickly as possible to procure any suitable vehicles, and work with departments to ensure all possible vehicle options are explored.

Fuel Costs

According the U.S. Department of Energy a “vehicle that gets 30 MPG will cost you \$1,155 less to fuel each year than one that gets 20 MPG (assuming 15,000 miles of driving annually and a fuel cost of \$4.62). Over a period of 5 years, the 30-MPG vehicle will save you \$5,775.” www.fueleconomy.gov

Despite, the higher MSRP of many of the EV options, Council recognizes the environmental and potential economic benefits of the EV options. The Department of Energy provides a fuel economy calculator to allow consumers to compare the cost of fuel by manufacture and vehicle type. A quick comparison of a 2022 Kia Niro (regular gasoline) versus a 2022 Kia Niro Electric shows an annual savings of \$829 in fuel costs based on 15,000 miles of driving. At Council’s direction Public Works is exploring all feasible EV vehicle options to harness these savings. However, at this time there are no field-ready options for the City’s fleet needs and there is still a heavy reliance on gas and CNG vehicles. Decision Package #35 – Increased Fuel Costs (Gasoline and CNG) requests additional funding to support fleet fuel costs in the face of forecasted sustained high costs during some or all of FY 2022-23.

Status of Zero/Low Emission Vehicles (ZEV/LEV)

The Public Works Department continues to work with other departments to recommend ZEV/LEV whenever possible and feasible. A number of LEV/Hybrid vehicles have been

deployed successfully in various departments. To date, there has been limited availability of ZEV that meet the needs of most departments. The City's ZEV/LEV vehicle total is 3 EV, 10 Hybrids and 16 CNG trucks out of a total of 193 vehicles .

Public Works has worked to identify vehicles that are scheduled to come to market in 2023 that will meet City needs. For example, in the Police Department, Parking Enforcement and Animal Control Municipal Service Officers (MSOs) are all cross-trained to perform both parking and animal control calls while on duty in any given shift. Working with the Police Department, Public Works has identified multiple EV vehicles (crossovers and trucks) that are appropriate for the dual role/functionality of the MSOs. That said, the challenge for all departments in the coming year will be to procure these high-demand vehicles in a marketplace with extremely limited inventory and to create the infrastructure to support the vehicles.

A large percentage of the City's fleet is comprised of public safety vehicles (Police and Fire) that currently have limited or no EV options available for purchase. There continues to be the development of economically viable, hybrid pursuit-rated police vehicles. However, there is still no sufficient data on their performance that would allow staff to recommend moving in that direction at this time.

As manufacturers expand their ZEV/LEV portfolio, Public Works will continue to find feasible vehicles from those offerings. In accordance with Council direction, the Public Works Department is looking to replace all standard light/medium duty trucks with alternative fuel trucks when feasible. At this time only CNG vehicles are available (with wait periods of more than 18 months). Public Works is also looking toward the planned release of EV trucks from a number of manufacturers in the coming years.

EV Infrastructure City Fleet Charging Needs

In March 2022, Public Works completed the first EV charging station project, installing 11 ChargePoint stations (total 18 ports) that service the existing City EV vehicles and introduced them on City property for paid public access. The Public Works Department is now in the preliminary stages of consulting with City departments, Southern California Edison and EV charging station vendors to determine next steps to create the infrastructure necessary to support a growing City EV fleet. Critical will be the development and funding of a master EV infrastructure plan to support the City's future fleet needs and take advantage of potential funding opportunities. This will be a multi-year project as the Department works within the constraints of space, aging City facilities & infrastructure and the availability of funding.

Planned ZEV/LEV Purchases in FY 2022-23

All of the vehicles/equipment recommended for replacement, including proposed ZEL/LEV vehicles are listed in the following table:

Table 2: Proposed FY 2022-23 Vehicle Replacement

Unit	Year	Existing Vehicle	Assigned	Dept	Total Funding per unit	ZEV/LEV
621	2008	DODGE RAM CHARGER	ADMIN	P	\$ 41,410	LEV
57	2009	TOYOTA PRIUS HYBRID	BUILDING	PL	\$ 38,963	LEV
405	2009	TOYOTA PRIUS HYBRID	CODE ENF	P	\$ 38,963	LEV
354	2009	FORD F-250 3/4 TON PICKUP	PARKS	PW	\$ 60,000	LEV
241-09	2009	FORD F-250	PARKS	PW	\$ 61,833	LEV
58	2009	TOYOTA PRIUS HYBRID	ENGINEERING	PW	\$ 38,463	LEV
647	2018	DODGE RAM CHARGER Equipped	PATROL	P	\$ 56,208	N/A
649	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,000	N/A
665	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,417	N/A
671	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,417	N/A
401	2009	TOYOTA PRIUS HYBRID-Moved from E-B unit 7	PATROL- PARKING ENF	P	\$ 38,463	LEV/ZEV
403	2009	FORD ESCAPE HYBRID	PATROL- PARKING ENF	P	\$ 49,666	LEV/ZEV
404	2009	FORD ESCAPE HYBRID	PATROL- PARKING ENF	P	\$ 49,666	LEV/ZEV
408	2009	JEEP WRANGLER RHDRIVE	PATROL- PARKING ENF	P	\$ 43,474	LEV/ZEV
349	2009	FORD F-350 1-TON PICKUP-EQ	UPLANDS MAINT	PW	\$ 71,000	N/A
872	2013	TAYLOR-DUNN ELECT CART	UPLANDS MAINT	PW	\$ 12,276	N/A
243-09	2009	FORD F-250	UPLANDS MAINT	PW	\$ 67,749	N/A
348-09	2009	FORD F-350 1-TON PICKUP-EQ	BUILDING OCCUPANCY	PW	\$ 71,000	N/A
G-14	2018	GENERAC 98A06015-S GENERATOR	FIRE STATION 1	PW	\$ 98,304	N/A

CITY OF REDONDO BEACH

Budget Response Report #38

June 14, 2022

Question:

What infrastructure upgrades have been identified in the Riviera Village parking study and what is their estimated cost?

Response:

In Fiscal Year 2019-20, the City Council approved funding for a parking study, primarily of paid parking, in the Riviera Village area. The scope of work and contract with Walker Consultants was finalized and approved by Council in February 2020. Unfortunately, before field work could begin, the project was halted due to COVID-19. The field work was resumed in October 2021 when it was possible for Walker to consistently deploy staff and when it was believed that parking conditions had “normalized” somewhat in a post-COVID environment. The parking study was completed in March 2022 and the final report will be brought to City Council this summer for review and direction regarding potential operational changes to various parking programs in the Riviera Village.

Operational Changes with Cost Associations

The majority of the parking study recommendations focus on operational changes to City parking programs and employee best parking management practices in the Riviera Village. These include, but are not limited to, changes to permit programs, time-parking limits, fee schedules, and parking locations for permit users. There are operational recommendations that if implemented would have associated costs including: increasing use of technology to make various elements of the parking programs more efficient, improving the customer purchasing experience, and streamlining enforcement.

Walker recommends moving the City’s permit purchasing programs fully online and moving away from physical hard copy permits/stickers or hanging tags to digital enforcement. There is potential to do this using existing vendors but the costs will need to be explored further. Automatic License Plate Readers (ALPRs) would be required to facilitate electronic enforcement for permits and could also be used to enforce other parking payment systems. Estimated costs associated with ALPR systems for this use are \$50,000 per unit, not including the estimated cost of the required vehicle to mount it on (\$38,000).

In addition to operational improvements, the study recommends adjusting the fee schedules of various parking programs, most specifically the parking permit programs. As Walker’s presentation to Council is scheduled for this summer, any Council direction to explore increases to the fees as listed on the Master Fee Schedule would be returned

to City Council for consideration as part of the midyear budget review or the FY 2023-24 budget adoption.

Parking Supply Increase with Cost Associations

The parking study demonstrated that at peak-times the RV parking needs were close to, or equal to, demand. Additionally, following a review of three years of revenue data, Walker remarked that “despite fewer meters in service due to the presence of dining decks, meter revenue was roughly equal to meter revenue in 2019 before the COVID-19 pandemic.” This indicates that the removal of some parking in prime areas resulted in a shift in parking demand to meters and areas that were previously underutilized. Walker notes that “the removal of dining decks and the restoration of parking meters would likely pull demand back into the core of the Riviera Village from the outlying parking meters and the Triangle Lot.”

Aside from the restoration of parking spaces forfeited to dining decks, the study provides other options for increasing parking including 1) stackable parking (employee-monitored/valet type) in a section of the Triangle Lot or 2) closing some of the centrally located ingress/egress points in the Triangle Lot. Both of these options would increase the parking capacity by 15-16 spaces and have an estimated infrastructure cost of \$15,000 - \$30,000 depending on the option selected. Both options will significantly impact existing parking patterns and traffic flow in the Triangle Lot. There are also personnel costs associated with the stackable parking option.

The future of the Dining Parkette program is still in discussion and being developed. This considered, there may be a forthcoming reduction in the number of parking spaces out of service as a result of changes to that program – there are currently 56 parking spaces out of service. Returning some of these 56 spaces to the parking inventory of the Riviera Village may impact Council direction on other suggested options to increase supply.

CITY OF REDONDO BEACH

Budget Response Report #39

June 14, 2022

Question:

What is the cost to design and install new streetscape furniture in Riviera Village?

Response:

Riviera Village contains the following streetscape furniture, most of which was installed about 12 years ago:

- 20 benches
- 40 trash receptacles
- 35 bicycle racks

The benches and bicycle racks remain in serviceable condition and their useful lifespan will extend for several more years. The trash receptacles are beyond their useful life and should be replaced in the near future. If the Council decides to replace the furniture, staff suggests two style options:

Steelcase Fixtures

Steelcase powder-coated steel fixtures, similar to the existing fixtures, come in a variety of colors and designs. The estimated costs to replace all fixtures with Steelcase are as follows:

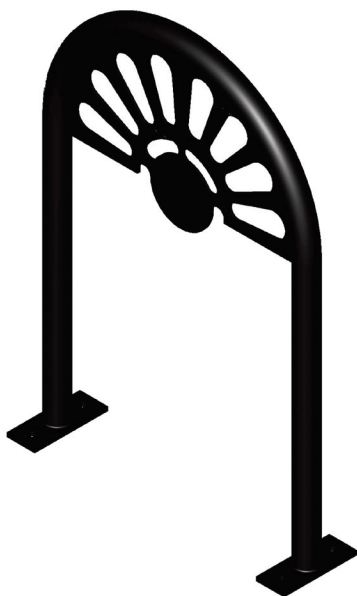
Item	Cost
Benches	\$35,000
Trash receptacles	\$68,000
Bicycle racks	\$14,000
Demo/removal	\$20,000
Installation	\$20,000
Design & Project Management	\$55,000
Total	\$212,000

Concrete Fixtures

Pre-cast concrete fixtures are a more durable alternative to steel fixtures and are common in coastal areas. Estimated costs to replace all fixtures with concrete furniture are as follows:

Item	Cost
Benches	\$70,000
Trash receptacles	\$56,000
Bicycle racks	\$16,000
Demo/removal	\$20,000
Installation	\$30,000
Design & Project Management	\$70,000
Total	\$262,000

Photos of both types of furniture are included below. Alternatively, the City could set money aside for the replacement of streetscape furniture and work with the Riviera Village Business Improvement District to design and identify preferred replacement options and return to the City Council with a report on specific furniture types, styles, quantities, and cost estimates.



Steelcase Furniture



Pre-cast Concrete Furniture



CITY OF REDONDO BEACH

Budget Response Report #40

June 14, 2022

Question:

What is the status of the skate park installation at Pad 10?

Response:

Due to multiple issues, the contractor for this project, Spohn Ranch, has delayed the installation of the skate park at Pad 10. Spohn Ranch cites material availability as well as financial obstacles for the delay. There are multiple paths that Council can consider moving forward.

On the material side, Spohn Ranch has indicated that their firm has experienced difficulty obtaining concrete and other building materials on other projects which has impacted their schedule on the City's project. No estimate has been given for a start time for the work at Pad 10. Once started, Spohn Ranch estimates completion to take about 16 weeks. This is due to long lead times (10 to 12 weeks) for structural foam.

To detail their current financial obstacles, Spohn Ranch provided the City with a letter on June 1st, indicating they are no longer able to complete the project for the \$110,000 contract price due to hyper inflationary market conditions that have impacted the cost of fuel and construction materials.

Spohn Ranch indicated that, with current market conditions, the cost for current project completion would be \$250,000 – approximately \$140,000 greater than the amount appropriated to complete the Pad 10 skate park by Council on March 15th. If Council would like to increase the project appropriation, staff recommends a 20% contingency be added to any additional funding to allow for uncertainties related to constructability. The constructability issues revolve around the posted weight limit of the International Boardwalk, which may require that more and smaller concrete loads be transported to the job site as a result of weight restrictions in place on the International Boardwalk. This logistical adjustment may impact the price beyond the estimate provided by Spohn Ranch in their June 1st letter.

There are multiple paths that Council can direct staff to pursue. The proposed FY 2022-23 CIP already includes a \$30,000 appropriation for modifications to the Perry Park skate facility, in accordance with public input since it was installed. Council should consider an additional funding appropriation in the FY 2022-23 budget to complete the work at Pad 10 in the near term. Per the letter from Spohn Ranch, the minimum amount staff would recommend is an additional \$140,000. At present, staff is unsure of the exact amount to recommend until the constructability issues are resolved and, as such, recommends the

aforementioned 20% contingency be added, which would bring the total \$168,000. Council may also wish to direct staff to pursue completion of the project by enforcement of the current contract at the agreed upon terms, but this is certain to add delay and other costs and may not result in skatepark installation.

Additionally, the City Council has the opportunity to consider funding the second phase of the project (also described as the ultimate plan) that was approved as part of the Coastal Development Permit. The goal of moving forward with phase one of the pad 10 skatepark only, was to expedite construction of the park and allow for completion of the project this summer. Given the aforementioned delays, the Council may wish to build the complete project in one effort later this year. Spohn Ranch, provided a price of \$281,000 for the ultimate buildout at the March 15th meeting and has indicated they will hold that price if a decision to go forward with it is made this month. That would require an appropriation of \$171,000 above the \$110,000 already under contract. If a decision could not be made now, they would revise their total price for the ultimate project upward to \$311,500, an increase of \$201,500 above the \$110,000 already under contract. Staff recommends the 20% contingency be added to the phase two (ultimate plan) estimates, for the same reasons listed above. To be clear, the ultimate project scope with Spohn Ranch does not include the art work shown in prior skatepark drawings, as it was simply an illustration of what the facility could look like with public art.

Summarizing the issue, the Council may wish to enforce the current contract at no additional payment to Spohn Ranch, or appropriate additional monies per the following options:

	Base Plan Project	Ultimate Plan (now)	Ultimate Plan (Over 2 phases)
Spohn Ranch Change order	\$140,000	\$171,000	\$201,500
Contingency (~20%) total price	\$ 50,000	\$ 56,000	\$ 62,000
Total new appropriation	\$190,000	\$227,000	\$263,500
Under contract	\$110,000	\$110,000	\$110,000
Total Pad 10 Price	\$300,000	\$337,000	\$373,500

Funding for the additional costs/scope could be provided through available Harbor Uplands Funds, Subdivision Park Trust (Quimby) Funds, or Unallocated General Fund Balance. In order to move the project forward, staff will need to bring an amendment to the design build contract with Spohn Ranch back to Council for approval of the change order for the cost of the original scope of work, or prepare an amendment to the agreement to complete an expanded scope of work depending on the level of supplemental funding appropriated for the project. It should be noted that staff is continuing to install new railings around the Pad 10 location as part of the Pier/Harbor Railings Project recently awarded by the City Council.

CITY OF REDONDO BEACH

Budget Response Report #41

June 14, 2022

Question:

How do neighboring cities manage/administer credit card processing fees?

Response:

The cost of doing business has increased significantly over time. The City has experienced large increases in credit card processing fees charged by banks, especially during the COVID-19 pandemic, as most agencies transitioned to online business portals in order to provide residents with a safe option to complete their business needs.

Types of credit card processing fees charged to agencies

Discount rate

The discount rate is the percentage of a sale that goes towards paying credit card processing fees. A discount rate consists of interchange fees, assessment or service fees and markups from payment processors.

Interchange rate

The largest portion of the fee and rate pie is comprised of interchange fees, which are collected by credit card issuers. These fees are often presented as some percentage plus an additional fixed amount. Interchange fees vary widely based on a number of factors, including the credit card network (such as Visa or Mastercard), whether the card is a debit or credit card, how the payment is processed and the merchant category code.

Below is a list of the ranges of interchange rates charged by the major credit card networks. These ranges are based on publicly available information for credit cards; fees for debit cards are often lower. In addition to the card network, fees will vary based on the type of card, method of payment and Merchant Category Codes (MCC).

Credit Card Network	Credit Card Interchange Fee Ranges
MasterCard	1.35% + \$0.00 % to 3.25% + \$0.10
Visa	1.15% +\$0.25 to 2.70% + \$0.10
Discover	1.56% to 2.40% + \$0.10
American Express (for OptBlue merchants)	1.43% to 3.0% + \$0.10

Assessment fees

The assessment fee is a much smaller credit card processing fee, and is paid directly to the card network (Visa, MasterCard, Discover or American Express). These fees will also depend on a number of factors that differ from network to network. Some networks will charge higher rates for credit card versus debit card usage, while others may charge higher rates when the transaction volume is greater. Other incidental fees may arise from specific transactions being unique, such as foreign transaction fees.

The table below lists the minimum assessment fees for credit cards by network. These figures are based on limited publicly available information, so rates may vary. Rates may be higher if the card is manually keyed in or if there is an international transaction.

Credit Card Network	Credit Card Assessment Fees
MasterCard	0.13% (for transactions under \$1,000) 0.14% (for transactions of \$1,000 or greater)
Visa	0.14%
Discover	0.13%
American Express (for OptBlue merchants)	0.15%

Management of Fees by Neighboring Cities

The City is in the process of implementing a 3% charge for all credit card payments. The fee was approved by City Council via Resolution last year. A lack of software synergy between the City's financial system (MUNIS), bank, and credit card companies has made fee implementation a difficult process. Staff expects to complete the project and begin charging the fee in the next few months.

Financial Services reached out to neighboring cities to inquire about how they offset credit card processing fees and received the following three (3) responses:

- City of Torrance - charges 2.13% to all credit card users. The charge was approved by City Council by Resolution.
- City of Hermosa Beach - charges 2.75% to most customers and a flat rate for certain specific types of charges. They plan to conduct a fee study in the near future which will determine any change to this rate.
- City of El Segundo - charges 2.75% for all credit card transactions.

CITY OF REDONDO BEACH

Budget Response Report #42

June 14, 2022

Question:

What would be required to transition City banking services from Bank of America to another competing bank?

Response:

If the City decided to transition the City's banking services from Bank of America to another competing bank a Request for Qualifications (RFQ) or a Request for Proposal (RFP) process would have to be initiated. The request for proposal process is estimated to take 6-8 months to complete. Following selection of the new bank, the transition is estimated to take 3-6 months to fully implement and to cost approximately \$50,000.

Various City Departments (City Treasurer, Financial Services and Information Technology) would need to be involved in the transition. The following services would need to be changed or updated:

- Positive Pay – a cash management service used by most banks to detect fraud
- Automated Clearing House (ACH) – the primary system agencies use for electronic funds transfer (EFT)
- ACH block - prevents all ACH transactions from posting to accounts, allowing staff to review debits before posting
- Account reconciliations - process of verifying the City's financial records and transactions in order to detect discrepancies
- Vaults and lock boxes
- Armored car services
- Internal Enterprise Resource Planning (ERP) systems - software used to manage day-to-day business activities such as accounting, procurement, project management, risk management and compliance, and supply chain operations

Once implementation is complete, the City would need to contact all vendors who send EFT/ACH (Electronic Funds Transfer) payments and submit new banking forms to guarantee that there is no delay in receiving payments due to the City (i.e. Los Angeles County – Property Tax, State of California – Gas Tax and Sales Tax remittances etc.). For out-going ACH/EFT the City would need to update Vendor accounts to make sure that all obligations are met timely with the new banking information. It would be recommended that both banking systems be run simultaneously for a period of time to test the new system and ensure all City bills are paid in a timely manner.

It is unknown if service levels will be the same. Online resources, customer service support and key bank staff are vital to the smooth operations of daily banking services provided to the City.

CITY OF REDONDO BEACH

Budget Response Report #43

June 14, 2022

Question:

What would be the cost to increase programming at the Perry Park and Anderson Park Senior Centers as well as the Teen Center, and what is the general cost to expand these facilities?

Response:

The Community Services Department oversees the programming and facility management of the City's three senior centers located at Veterans, Perry and Anderson Parks, in addition to the Teen Center located at Perry Park. The forced closure of these facilities as a result of the COVID-19 pandemic caused a dramatic reduction in the level of programming that could be offered to the community. While programs and activities were shifted to be held virtually, there was still a substantial decrease of available programming for senior participants and younger participants due to the continued closure of the Teen Center.

Currently, all facilities are only open during times of active programming. Extending facility hours would allow additional programs for all ages to be scheduled through the User Pay program and these would be facilitated by contract instructors. This would provide flexibility in programming to satisfy community needs across a variety of interests and age groups along with the ability to adjust the programs being offered in an effort to be responsive as demand for various programs evolves over time.

Extending facility hours at a site would require staffing by a Recreation Leader and/or part-time positions, with estimated hourly pay rates of \$17-19. These individuals would be responsible for opening and closing the facility, setting up and taking down tables and chairs, assisting instructors with access to materials and supplies, and providing a general level of oversight of the facility ensuring it is safe and properly maintained. Costs to extend operational hours vary at each site depending on current usage, and are based on a daily schedule of 8:00am – 7:00pm, excluding Sundays for the senior centers, and 8:00am – 3:00pm for the teen center, with weekends available by reservation only.

Anderson Park Senior Center Programming

Table 1: Anderson Park Senior Center Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Closed	Closed
Monday	Closed	8:00am – 7:00pm (11 hours)
Tuesday	9:00am – 11:00am	8:00am – 9:00am (1 hour) 11:00am – 7:00pm (8 hours)
Wednesday	12:30pm – 4:00pm	8:00am – 12:30pm (4.5 hours) 4:00pm – 7:00pm (3 hours)
Thursday	Closed	8:00am – 7:00pm (11 hours)
Friday	10:30am – 2:30pm	8:00am – 10:30am (2.5 hours) 2:30pm – 7:00pm (4.5 hours)
Saturday	9:00am – 11:30am	8:00am – 9:00am (1 hour) 11:30am – 7:00pm (7.5 hours)

The expanded schedule would add 54 additional operational hours, which would require a weekly increase of \$918 when staffed by a Recreation leader with an hourly pay rate of \$17. Annually, this would be \$47,736.

Perry Park Senior Center Programming

Table 2: Perry Park Senior Center Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Closed	Closed
Monday	Closed	8:00am – 7:00pm (11 hours)
Tuesday	10:00am – 12:00pm	8:00am – 10:00am (2 hours) 12:00pm – 7:00pm (7 hours)
Wednesday	9:30am – 3:30pm	8:00am – 9:30am (1.5 hours) 3:30pm – 7:00pm (3.5 hours)
Thursday	10:00am – 3:30pm	8:00am – 10:00am (2 hours) 3:30pm – 7:00pm (3.5 hours)
Friday	10:00am – 4:30pm	8:00am – 10:00am (2 hours) 4:30 – 7:00pm (2.5 hours)
Saturday	9:00am – 11:30am	8:00am – 9:00am (1 hour) 11:30am – 7:00pm (7.5 hours)

The expanded schedule would add 43.5 additional operational hours, which would require a weekly increase of \$740 when staffed by a Recreation leader with an hourly pay rate of \$17. Annually, this would be \$38,454.

Perry Park Teen Center Programming

The Teen Center is currently closed, as a result of limited staff resources, but is normally open Monday through Friday from 3:00pm – 8:00pm. Weekends are recommended to remain available by reservation only as the facility is a popular option for private gatherings.

Table 3: Teen Center Pre-Pandemic Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Reservation only	Reservation only
Monday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Tuesday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Wednesday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Thursday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Friday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Saturday	Reservation only	Reservation only

The availability of the facility for contracted classes during the expanded facility hours would require additional staff resources. Following past practice, this would be a part-time employee receiving an hourly wage of \$19. This would require an additional weekly allocation of \$665 for part-time salaries when staffed by a part-time resource. Annually, this would be \$34,580.

In addition to the need for additional part-time staff to open and close the facilities, the expansion of programming would also require additional administrative resources to oversee and manage contracts, ensure the staff schedule is followed, and oversee the enhanced use of the facility including work orders and general maintenance. Therefore, this request would require an additional Recreation Coordinator position, estimated at \$91,000 annually which includes salary and a full benefits package.

Collectively, the expansion of programming at the Anderson and Perry Park Senior Centers as well as at the Perry Park Teen Center would cost approximately \$211,770.

Table 4: Collective Resource Needs for Expanded Programming

Facility/Resource	Estimated Cost
Anderson Park Senior Center	\$47,736
Perry Park Senior Center	\$38,454
Perry Park Teen Center	\$34,580
Recreation Coordinator	\$91,000
TOTAL	\$211,770

Facility Expansion

On average, recreational facilities (per current construction material and labor expenses) are estimated to cost \$1,000 per square foot to build. For estimation purposes, see Table 5 below, is a listing of each facility's current square footage and an estimation of costs to add a second level, ultimately doubling the space. A structural analysis has not been completed on any of the facilities nor a comprehensive facility review to determine whether the existing buildings can support a second level.

Table 5: Estimate of Facility Expansion

Facility	Current ft²	Expansion Estimate @ \$1,000 per ft²
Anderson Park Senior Center	3,600	\$3,600,000
Perry Park Senior Center	1,500	\$1,500,000
Teen Center	4,000	\$4,000,000

CITY OF REDONDO BEACH

Budget Response Report #44

June 14, 2022

Question:

What is the annual cost and resource allocation for the City's programs and services implemented in response to homelessness?

Response:

Programs funded by grant funding, other outside sources, and special funds

In 2016, the Police Department established a full-time Quality of Life Officer to outreach to people experiencing homelessness and work closely with the Quality of Life Prosecutor to address issues that arise from the homelessness problem. The position costs roughly \$215,000 per year. \$200,000 of the cost is funded by the Housing Successor Agency and the balance, of approximately \$15,000, is funded by the General Fund.

In 2016, the City Council approved a contract for services with PATH for \$50,000 to address homelessness issues. The City Council renewed that agreement in 2017 for one year, and then approved two-year agreements in 2018 and 2020. The funding for the PATH contracts is also funded by the Housing Successor Agency, as it is an eligible expense.

In 2016, the Police Department acquired a Department of Mental Health (DMH) Mental Health Emergency Response Team (MET) clinician who covers the cities of Redondo Beach, Hermosa Beach, Manhattan Beach, and now El Segundo. The DMH clinician services are provided through a cooperative Memorandum of Understanding (MOU) between the LA County Department of Mental Health and the cities of El Segundo, Hermosa Beach, Manhattan Beach and Redondo Beach. There are no costs associated with the MOU for the DMH clinician. The County DMH clinicians' availability is insufficient for the Police Department's needs to respond to calls for service.

In 2017, the City Council approved an agreement for services with Harbor Interfaith for \$58,000. The agreement was renewed in 2018 for one year, and then renewed again in two-year increments in 2019 and 2021. Funding for the first year of the agreement was provided through AB 109 supplemental funds, which were awarded to the City as a one-time funding source that the City used towards homelessness efforts. Since then, the agreement has been funded through a combination of AB 109 funds, Housing Successor Agency funds and General Funds, up until the current fiscal year. The agreement was amended in September 2019 to allow for the donation of a vehicle to Harbor Interfaith Service and to increase the annual reimbursable amount to \$68,000. In 2020, a second amendment was approved to allow for additional COVID-19 expenses in the amount of

\$28,400 to be added, which is funded by the CDBG Cares Act. For Fiscal Year 2021-2022, the City received CDBG grant funding from the County, which can be used to cover this agreement because Harbor Interfaith is involved with Redondo's homeless court.

As part of the Fiscal Year 2019-20 budget, the Mayor and City Council appropriated \$250,000 from available General Funds to fund the Police Department and City Attorney's Office response to homeless issues. This became the Enhanced Response to Homelessness Pilot Program. This appropriation funded a new Police Captain position, police overtime and the promotion of two deputy city prosecutors to senior deputy city prosecutors. \$100,000 of that appropriation was meant to be used for special services such as mental health and substance abuse programs. However, CLEAR Recovery Center donated these services to the City, so that allocation was never spent. The senior city prosecutors dedicate at least half of their time towards responding to homeless issues. Through this Pilot Program, the prosecutors were able to assist the City Attorney in creating Redondo Beach's homeless court.

For Fiscal Year 2020-21, the South Bay Cities Council of Governments (SBCCOG) awarded the City \$245,287 for the Enhanced Response to Homelessness Pilot Program from Measure H Innovative Funds. Part of the funding for special services was used for a census of Redondo's homeless population conducted by City Net because the point in time count was cancelled in 2021. Again, CLEAR Recovery Center continued to donate services to the City, so \$100,000 remained available for other purposes such as bridge housing. Due to the pandemic, the county extended the term for use of these funds to December 31, 2021.

In November, 2020, the City Council approved the construction and operation of a temporary emergency housing shelter on Kingsdale Avenue, known as the Pallet Shelters. The City currently pays the County \$18,884.61 a month as the City's share pursuant to the Letter of Agreement with Los Angeles County.

For Fiscal Year 2021-22, the City received \$100,000 from Los Angeles County CDBG funds for Redondo Beach's homeless court. In addition, the SBCCOG granted Redondo Beach a new Innovation Grant in the amount of \$306,299 for the term of January 2022 to June 2023 to expand Redondo's homeless court to add Hermosa Beach cases and for Hermosa Beach to host the homeless court for six out of the 18 sessions, special services (such as the services CLEAR Recovery is now billing the City for), and bridge housing.

In January 2021, the City Council approved the rental of five Single Room Occupancy (SROs) units in a city within Service Planning Area 8 to be used as bridge housing. At first, CDBG funds were used to pay the rent on these units. After the expiration of the CDBG funds, the unexpended funds from the first grant of Innovative Funds were used to continue renting these SROs. Now the SROs are funded by the most recent Innovation Grant from the SBCCOG as described above.

The Police Department also deploys Homeless Outreach Services Teams (HOST) composed of law enforcement officers who work closely with homeless service agencies

to increase public safety while preserving the rights and dignity of people experiencing homelessness. The City receives funding from the County through Measure H. In Fiscal Year 2019-20, the City received \$93,939; in Fiscal Year 2020-21, the City received \$58,864.19; and for this fiscal year, the City has received \$70,438 to date.

Services Funded by Grants, Other Outside Sources, and Special Funds

Expenditures Relating to Homelessness	Cost	Funding Source
Quality of Life Officer	\$200,000/yr.	Housing Successor Agency
PATH	\$50,000/yr.	Housing Successor Agency
DMH MET team	no costs	
Harbor Interfaith	\$68,000/yr.	County CDBG funds
Harbor Interfaith COVID related expenses	\$28,400 one time	CDBG Cares Act
Redondo Beach Homeless Court	\$42,000/1 yr.	County CDBG funds
Special Services (i.e. CLEAR recovery, etc.)	\$150,000/18 mos.	SBCCOG Innovation Grant
Wilmington SRO's	\$94,750/18 mos.	SBCCOG Innovation Grant
Expansion of Homeless Court to Hermosa Beach	\$61,549/18 mos.	SBCCOG Innovation Grant
Pallet Shelter	\$18,884/mo.	CDBG funds
HOST	\$70,438 to-date in 2022	Measure H
TOTAL	\$784,021	

City expenses funded by the General Fund

As part of the Fiscal Year 2021-22 budget, the City Council made the Enhanced Response to Homelessness Program permanent, which included extending City Net's contract another year, another census of Redondo's homeless population, hiring a full-time Housing Navigator who needs a City vehicle, and hiring a part-time clerical assistant for homeless related administration. Lila Omura, the City's Homeless Housing Navigator, was hired on January 3, 2022. Ms. Omura gets reports, calls and texts on a daily basis, including after hours and on weekends. Since then, she has received over 30 requests from the Mayor and City Council collectively. She receives at least four requests a week from the Police Department. She also gets requests for assistance from the Library, Code Enforcement, Ericka Gonzalez – the City's Domestic Violence Advocacy Coordinator – for domestic violence victims, the Salvation Army, and Beach Cities Health District.

At midyear of the current fiscal year, the City Council approved ongoing appropriations for the rental of electrical poles and sanitation facilities at the Pallet Shelter in the amount of \$21,781 a year to the General Fund.

Ongoing Expenditures Relating to Homelessness	Cost	Funding Source
City Net Services, including Census	\$170,000/yr.	General Fund
Homeless Housing Navigator	\$126,500/yr.	General Fund
Annual costs for City Vehicle	\$4,200/yr.	General Fund

PT Clerical for homeless issues	\$33,586/yr.	General Fund
Shelter rental of electrical poles and sanitation	\$21,781/yr.	General Fund
Total	\$356,067	

Public Works responds to miscellaneous removal of materials abandoned by people experiencing homelessness as well as cleanups of large encampments, trash and debris. Miscellaneous materials removal requires one Maintenance Worker and takes approximately two hours for removal. Based on the Master Fee Hourly Rate of \$103.48 an hour, one incident of miscellaneous materials removal costs the City about \$206.96 per incident. Large cleanups of encampments, trash and debris may involve four maintenance workers and takes approximately four hours. Based on the Master Fee Hourly Rate of \$413.92, one incident of a large cleanup costs the City about \$1,655.69 per incident. A dispatch report for the last year shows about 222 total calls for service for Public Works, and about half of those calls are estimated to be related to homeless issues. Estimating the actual costs of Public Works Calls for Service is difficult given that Public Works Calls for Services are not coded or differentiated. The City might get an annual average of ten large cleanup calls for encampments, trash and debris for locations such as the 405 freeway on-ramp or the Harbor area. An annual estimate of costs for Public Works based on those assumptions would be approximately \$39,529.36.

Public Works Call Out Incident Type	Crew Size Needed	Master Fee Hourly Rate	Standard Job Length	Grand Total per Incident	Avg. Incidents Per Year	Est. PW Expenditures - Homelessness
Miscellaneous Materials Removal	1	\$103.48	2	\$206.96	111	\$22,972.56
Large Encampment/ Trash/Debris Cleanup	4	\$413.92	4	\$1,655.68	10	\$16,556.80
Total						\$39,529.36

The Fire Department responds to both medical and public safety calls for service. The Fire Department started tracking patients experiencing homelessness on September 21, 2021 through screening questions. From September to December of 2021, there were a total of 176 patients with documentation answering “yes” to the homeless screening question. From January to June 13, 2022, there were a total of 275 patients with documents answering “yes” to the homeless screening question. Unfortunately, it will be impossible to collect accurate data prior to the implementation of this indicator in September 2021, but based on this data, it can be roughly estimated that the Fire Department responds to approximately 550 patients experiencing homelessness a year.

The Fire Department responded to a total of 4,456 calls for service in 2018, 4,398 in 2019, 4,014 in 2020 and 4,646 in 2021. 550 is approximately 12% of the total calls in 2021. With 58 sworn personnel each working 2,912 hours a year, there is a total of 168,896

total sworn personnel hours a year. Twelve percent of that is 20,268 hours. Hypothetically, that number multiplied by an average rate of \$45.00 an hour is \$912,038 for the 2021 calendar year.

Estimated Fire Department Expenditures Relating to Homelessness	Cost	Funding Source
Fire Department Response to Calls for Service	\$912,038/yr.	General Fund

The Police Department takes a proactive approach in dealing with homelessness as evidenced by the number of calls for service related to homelessness. In 2021, there were 4,477 calls for service to the Police related to homeless issues, approximately 6% of the total calls for service. In 2020, there were 4,241 calls for service related to homeless issues, approximately 7% of the total calls for service. In 2019, there were 4,171 calls for service related to homeless issues, approximately 6% of the total calls for service. Please note these are only the calls that are initially tagged “Homeless” and do not capture every call for service that is related to homelessness.

Year	Month												Total CFS - Homeless	Total CFS	Homeless CFS %
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
2021	393	371	367	328	378	347	447	393	344	383	400	326	4477	69596	6%
2020	343	280	287	338	328	294	371	437	400	442	386	335	4241	60721	7%
2019	383	290	264	328	355	405	480	351	349	367	311	288	4171	69596	6%

Each year, as part of the budget process, a Police Captain reports an estimated time of total patrol hours under Performance Measures. For Fiscal Year 2020-21, there was an estimate of 118,000 total patrol hours, and 114,400 hours for Fiscal Years 2019-20 and 2018-19. Six percent (6%) of 118,000 is 7,080 hours of patrol time dedicated to homelessness in Fiscal Year 2020-21. Hypothetically, that number multiplied by an average hourly fully-loaded police officer rate of \$89.00 is \$630,120 for the 2021 calendar year.

Estimated Police Department Expenditures Relating to Homelessness	Cost	Funding Source
Quality of Life Officer	\$15,000/yr.	General Fund
Police Department Response to Calls for Service	\$630,120/yr.	General Fund
Total	\$645,120	

CITY OF REDONDO BEACH

Budget Response Report #45

June 14, 2022

Question:

What is the total estimated cost to design and install drought tolerant landscaping, pathways, and a pollinator fountain on the SCE right-of-way property licensed by the City, west of Pacific Coast Highway?

Response:

The City's current strategic plan includes an item to bring forward a conceptual plan for beautification and habitat restoration on the SCE right-of-way parcel, west of Pacific Coast Highway, recently licensed by the City. In preparation for that report, staff has engaged an on-call landscape architect and asked for some visioning documents regarding certain topics for future discussion such as grading and trails, planning scheme/palettes, accessibility, irrigation, signage, etc. While those plans have not been formally presented yet, the attachments include a portion of the Illustrative Site Analysis prepared by the consultant. Staff has also asked for high level budget numbers from the consultant (see attached).

The consultant's overall price estimate for construction costs to improve the roughly five acre parcel is about \$1.37M. That price includes material and construction costs (detailed on the attachment), as well as a 15% contingency and a 30% premium for prevailing wage, which the City is required to pay. The resulting cost is about \$277,000 per acre, or \$6.35 square foot. By comparison, the cost to install improvements to the two parcels of SCE right-of-way adjacent to Artesia Boulevard cost about \$450,000 per acre. That work, however, included a parking area, solar lighting, and more decorative plant landscapes. An additional 5% is included in the grand total of \$1.44M to include soft costs associated with design and construction administration.

An additional request was made to include pollinator fountains, which are small water features that function to allow water collection by various insects and birds. Anything large scale would likely not be permitted by SCE. The City's license agreement with SCE prohibits installation of water storage tanks of any kind. However, there may be opportunity to add low profile water bubblers that could provide a similar function as part of the irrigation system and costs for these would be included in the general unit cost for irrigation included in the attached estimate.

Phased Approach

As an alternative, the City Council may wish to take a phased approach to completing the landscaping improvements on the right of way. For example, the Council may wish to initiate the work on the flatter eastern portion of the site, which is about 1.6 acres. Using the estimate provided by the consultant, improvements to this area could be performed for about \$400,000 to \$450,000. These figures include a scope of about 70,000 SF of planting area and temporary irrigation, and 12,000 SF of decomposed granite (DG) pathways. Currently there is about \$138,000 available in the project account. Assuming the City Council wishes to proceed with the additional \$312,000 appropriation needed to complete the work, staff would engage the consultant to prepare illustrative concepts to present to the City Council for preliminary consideration as part of the strategic planning objective and seek further direction on final design and follow up public outreach.

Funding for the additional \$312,000 appropriation needed to fully install drought tolerant planting and pathways on the flatter, eastern portion of the SCE site is available in the Subdivision Park Trust (Quimby) Fund or from unallocated General Fund Balance.

Attachments

SCE ROW Improvements – Illustrative Site Analysis

SCE ROW Improvements – Cost Estimates

CONCEPTUAL LANDSCAPE MASTER PLAN



The Coastal Prairie Grassland Community is one of the most biodiverse native plant communities in California. This community consists of deep-rooted perennial grasses, forbs, wildflowers, and woody shrubs. Many animals including birds, mammals, insects, and reptiles depend on the resources found in coastal prairies for shelter, food and nesting materials.



The Coast Sage Scrub Community also referred to as "soft chaparral" occurs in dry but foggy coastal areas where marine influence and light rains allow the plants to capture water via their foliage and shallow rooting systems. This community is highly adapted to drought, even going dormant deciduous during the hottest summer months. This plant community supports a wide variety of insects, birds, and reptiles, including the Coastal California Gnatcatcher.



The Coastal Strand Plant Community hugs the California coastline and is heavily influenced by salt spray and wind. This community establishes in high sodium soils of sand and silt. There is low species diversity within this community due to the harsh conditions of salt, wind, and sun exposure. Many of the adapted plants are prostrate with spreading roots and a deep tap root to help anchor them into the shifting sands.



ARCHITERRA DESIGN GROUP

SCE COMMUNITY NATURE PARK

CITY OF REDONDO BEACH

OPINION OF PROBABLE CONSTRUCTION COSTS

ANDREW WINJE

Date: 06/09/2022

Created by: VALERIE ALEGRE

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>ITEM COST</u>
<u>LANDSCAPE CONSTRUCTION</u>				
•MOBILIZATION	1	ALLOW	\$35,000.00	\$35,000.00
•DEMOLITION				
Vegetation removal	126,000	S.F.	\$0.15	\$18,900
			<i>Section Subtotal</i>	<i>\$18,900</i>
•EARTHWORK/GRADING/SOIL PREPARATION				
Soil Prep/Fine Grading	167,677	S.F.	\$0.60	\$100,606
			<i>Section Subtotal</i>	<i>\$100,606</i>
•SITE AMENITIES				
Interpretive Display Signage with Supports	2	EA.	\$4,000.00	\$8,000
			<i>Section Subtotal</i>	<i>\$8,000</i>
LANDSCAPE CONSTRUCTION SUBTOTAL				\$162,506
<u>LANDSCAPE PLANTING</u>				
•SHRUBS (167677sqft)	167,677			
1 Gallon (80% at 1 per every 100sqft)	1,341	EA.	\$10.00	\$13,414
5 Gallon (20% at 1 per every 100sqf)	335	EA.	\$28.00	\$9,390
Hydroseed Areas	167,677	S.F.	\$0.14	\$23,475
			<i>Section Subtotal</i>	<i>\$46,279</i>
•MISCELLANEOUS				
Decomposed Granite - 4" Compacted/Stabilized	30,090	S.F.	\$6.50	\$195,585
Decomposed Granite - 6" On Roadside SCE Access	8,473	S.F.	\$8.50	\$72,021
Cobble Swale Protection at toe of slopes	9,585	S.F.	\$18.00	\$172,530
			<i>Section Subtotal</i>	<i>\$440,136</i>
LANDSCAPE PLANTING SUBTOTAL				\$486,414
<u>LANDSCAPE IRRIGATION</u>				
		<u>UNIT</u>	<u>UNIT PRICE</u>	
Automatic On-Grade Irrigation System Temp - Slope Are	98,404	S.F.	\$1.35	\$132,845
Automatic On-Grade Irrigation System Temp - Flat Areas	69,273	S.F.	\$1.35	\$93,519
			<i>Section Subtotal</i>	<i>\$226,364</i>
LANDSCAPE IRRIGATION SUBTOTAL				\$226,364

ARCHITERRA DESIGN GROUP

LANDSCAPE MAINTENANCE

90 Day Maintenance Period	167,677	S.F.	\$0.25	\$41,919
			<i>Section Subtotal</i>	<i>\$41,919</i>

<i>LANDSCAPE MAINTENANCE SUBTOTAL</i>				<i>\$41,919</i>
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TOTAL				\$917,204
15% CONTINGENCY				\$137,581
30% Prevailing Wage				\$316,435
GRAND TOTAL				\$1,371,220

<i>Cost per Square Foot</i>	215,825	S.F.		\$6.35
<i>Cost per Acre</i>	4.95	AC		\$276,754

DESIGN FEES (AERIAL SURVEY, CDS, CONSTRUCTION ADMIN.)				
<i>Design Plans for Bidding (Estimated at 5% of construction costs)</i>				\$68,560.98

GRAND TOTAL				\$1,439,781
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SCE ROW Costs (Reduce Scope Based on Architerra Estimate)

	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total</i>
Earthwork				
Mobilization	1	Allow	\$ 10,000.00	\$ 10,000
Demo/clear&grub	69,723	SF	\$ 0.15	\$ 10,458
Grading/Soil Prep	69,723	SF	\$ 0.60	\$ 41,834
Site Amenities	0	EA	\$ 4,000.00	\$ -
Landscape Planting				
1 Gallon (80% @ 1 per 100 sf)	558	EA	\$ 10.00	\$ 5,578
5 Gallon (20% @ 1 per 100 sf)	139	EA	\$ 28.00	\$ 3,904
Hydroseed	-	SF	\$ 0.14	\$ -
90-day maint period	69,723	SF	\$ 0.25	\$ 17,431
Pathways				
DG - 4" compacted/stabilized	12000	SF	\$ 6.50	\$ 78,000
DG - 6" roadside SCE Access	0	SF	\$ 8.50	\$ -
Cobble swale protection	0	SF	\$ 18.00	\$ -
Irrigation				
Automatic On-grade Temp System				
Slope Area	0	SF	\$ 1.35	\$ -
Flat Area	69,723	SF	\$ 1.35	\$ 94,126
Subtotal				\$ 261,331
15% Contingency				\$ 39,200
30% Prevailing Wage				\$ 78,399
Construcion Grand Total				\$ 378,930
Design Fees (5% of Constr)				\$ 18,947
Grand Total				\$ 397,877

Improvement Area

Flat Area	69,723	SF
Slope Area	-	SF
Total	69,723	SF
	1.60	Acres

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING

June 14, 2022

- L.2.** PUBLIC HEARING FOR INTRODUCTION AND FIRST READING OF ORDINANCES AMENDING REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10 CHAPTER 2 ZONING AND LAND USE AND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES, INCLUDING ACCESSORY BUILDINGS AND DWELLING UNITS, AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

- Written Public Comment

From: Douglas and Elaine
Sent: Tuesday, June 14, 2022 12:51 PM
To: Brandy Forbes <Brandy.Forbes@redondo.org>
Cc: Sean Scully <Sean.Scully@redondo.org>
Subject: Revisions to Inland Ordinances

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hi Brandy,

It was suggested to me by Sean Scully in Planning, during a lengthy conversation this morning that I contact you concerning certain types of plumbing equipment that should be prohibited from being installed into residential side setbacks.

In the proposed Revision to Inland Ordinances on Accessory Setbacks and Encroachments which will undergo its first reading this evening, I urgently request of you and the City Council Members to consider removing the listed plumbing equipment; tankless water heaters and water softeners from being installed in residential side setbacks, nor be allowed to be vented into the side setback. Also, the prohibition of garage installed whole house vacuum cannisters that are vented to side setbacks should be included.

These types of plumbing equipment can and do produce disruptive noise. We have twenty cumulative years of experiencing these kinds of annoying noises and disruptions to the peace and quiet enjoyment of our home and then having to endure and expend great effort to have this kind of equipment be removed by Code Enforcement.

I will be speaking to the Council this evening asking that tankless water heaters and water softeners not be allowed in residential side setbacks and to prohibit the venting of garage installed whole house vacuum cannisters into the side setback.

If these kinds of plumbing equipment are allowed in residential side setbacks and noise from garage installed mechanical units are allowed to be vented into residential side setbacks, the disruptive noise which is harmful to people and diminishes our quality of life along with lowering property values will all be incalculable and is completely unnecessary as there are viable alternatives to which I will mention to the Council.

Thank you,

Douglas Sieker



Administrative Report

H.1., File # 22-4314

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: ELEANOR MANZANO, CITY CLERK

TITLE

APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL ADJOURNED REGULAR AND REGULAR MEETING OF JUNE 14, 2022

EXECUTIVE SUMMARY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

AFFIDAVIT OF POSTING

In compliance with the Brown Act, the following materials have been posted at the locations indicated below.

Legislative Body	City Council
Posting Type	Adjourned Regular and Regular Agenda
Posting Locations	415 Diamond Street, Redondo Beach, CA 90277 ✓ Adjacent to Council Chambers
Meeting Date & Time	JUNE 14, 2022 4:30 p.m. Closed Session 6:00 p.m. Open Session

As City Clerk of the City of Redondo Beach, I declare, under penalty of perjury, the document noted above was posted at the date displayed below.

Eleanor Manzano, City Clerk

Date: June 10, 2022



Administrative Report

H.2., File # 22-4315

Meeting Date: 6/14/2022

TITLE

APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA.



Administrative Report

H.3., File # 22-4326

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: ELEANOR MANZANO, CITY CLERK

TITLE

APPROVE THE FOLLOWING CITY COUNCIL MINUTES:

- A. MAY 3, 2022 ADJOURNED REGULAR & REGULAR MEETING
- B. MAY 10, 2022 ADJOURNED REGULAR & REGULAR MEETING

EXECUTIVE SUMMARY

Approval of Council Minutes

APPROVED BY:

Eleanor Manzano, City Clerk



Administrative Report

H.3., File # 22-4326

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: ELEANOR MANZANO, CITY CLERK

TITLE

APPROVE THE FOLLOWING CITY COUNCIL MINUTES:

- A. MAY 3, 2022 ADJOURNED REGULAR & REGULAR MEETING
- B. MAY 10, 2022 ADJOURNED REGULAR & REGULAR MEETING

EXECUTIVE SUMMARY

Approval of Council Minutes

APPROVED BY:

Eleanor Manzano, City Clerk



A. CALL MEETING TO ORDER

A Regular Meeting of the Redondo Beach City Council was called to order by Mayor Pro Tem Obagi at 4:30 p.m. in the City Hall Council Chamber, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Councilmembers Present: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent: Mayor Brand
Officials Present: Michael Webb, City Attorney
Mike Witzansky, City Manager
Vickie Kroneberger, Chief Deputy City Clerk

C. SALUTE TO THE FLAG AND INVOCATION – NONE

D. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS – NONE

E. PUBLIC COMMUNICATIONS ON CLOSED SESSION ITEMS AND NON-AGENDA ITEMS

Mayor Pro Tem Obagi called for public comment. There being no comments, Mayor Pro Tem Obagi closed the public comment period.

F. RECESS TO CLOSED SESSION: 4:31 p.m.

F.1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Colette Gray v. City of Redondo Beach, et al.

Case Number: 19STCV23241

F.2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Nicholas George Perry v. City of Redondo Beach, et al

Case Number: 19STCV11707

F.3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(1).

Name of case:

Olivia Quinn v. City of Redondo Beach, et al.

Case Number: 19STCV43868

Motion by Councilmember Horvath, seconded by Loewenstein, to recess at 4:31 p.m. to conduct Closed Sessions attended by City Manager Mike Witzansky, City Attorney Mike Webb, Assistant City Attorney Cheryl Park, Public Works Director Ted Semaan, and outside counsel Kent Moore and Alexander Frank. There being no objections, Mayor Pro Tem Obagi so ordered.

G. RECONVENE TO OPEN SESSION

H. ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent:	Brand
Officials Present:	Eleanor Manzano, City Clerk Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

I. ANNOUNCEMENT OF CLOSED SESSION ACTIONS - NONE

City Manager Witzansky stated that Public Works Director Ted Semaan did not attend Item F.2.

J. ADJOURN TO REGULAR MEETING

Motion by Councilmember Nehrenheim, seconded by Councilmember Loewenstein, to adjourn at 6:02 p.m. to a regular meeting. There being no objections, Mayor Pro Tem Obagi so ordered.

A. CALL TO ORDER

A Regular Meeting of the Redondo Beach City Council was called to order by Mayor Pro Tem Obagi at 6:02 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent:	Brand
Officials Present:	Eleanor Manzano, City Clerk Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

C. SALUTE TO THE FLAG AND INVOCATION

At the request of Mayor Pro Tem Obagi, the audience and Councilmembers rose to salute the flag followed by a moment of silence.

D. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS

D.1. MAYOR'S COMMENDATION TO THE SOUTH REDONDO AYSO 334 ALL STAR GIRLS 10U TEAM FOR WINNING THE 2022 WESTERN STATES ALL STAR TOURNAMENT

D.2. MAYOR'S COMMENDATION TO THE NORTH REDONDO AYSO 17 ALL STAR GIRLS 12U TEAM FOR WINNING THE 2022 WESTERN STATES ALL STARS TOURNAMENT

Councilmember Nehrenheim announced his Community Meeting on May 14, 2022 with an online meeting to follow.

Councilmember Loewenstein announced his District 2 Community Meeting on May 16, 2022 from 5:30 to 7 p.m. in person on the 2nd floor in the Main Library.

Councilmember Horvath announced his District 3 Community Meeting on Wednesday May 18, 2022 on Zoom with special guest City Manager Witzansky discussing the budget.

Mayor Pro Tem Obagi announced his Community Meeting on Thursday May 5, 2022 at 6:30 p.m. at the Perry Park Senior Center.

E. APPROVAL OF ORDER OF AGENDA

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath to approve the Order of Agenda as presented. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
NOES: None
ABSENT: None

Motion by Councilmember Horvath, seconded by Councilmember Loewenstein, to recess to the Community Financing Authority meeting. Hearing no objections, Mayor Pro Tem Obagi so ordered.

Mayor Brand arrived at 6:16 p.m.

F. AGENCY RECESS: 6:16 p.m.

**F.1. REGULAR MEETING OF THE COMMUNITY FINANCING AUTHORITY
CONTACT: JENNIFER PAUL, FINANCE DIRECTOR**

RECONVENE: 6:20 p.m.

ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Obagi, Emdee, Mayor Brand
Councilmembers Absent:	None
Officials Present:	Eleanor Manzano, City Clerk Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

G. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

Motion by Councilmember Horvath, seconded by Councilmember Nehrenheim, to receive and file additional material for Items H.8, J.1, N.1, and N.2. There being no objections, Mayor Brand so ordered.

H. CONSENT CALENDAR

**H.1. APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL ADJOURNED REGULAR AND
REGULAR MEETING OF May 3, 2022
CONTACT: ELEANOR MANZANO, CITY CLERK**

**H.2. APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL
ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA.
CONTACT: ELEANOR MANZANO, CITY CLERK**

**H.3. APPROVE THE FOLLOWING CITY COUNCIL MINUTES:
A. APRIL 5, 2022 ADJOURNED REGULAR & REGULAR MEETING
CONTACT: ELEANOR MANZANO, CITY CLERK**

H.4. PAYROLL DEMANDS

**CHECKS 28131-28157 IN THE AMOUNT OF \$25,700.74, PD. 4/29/22
DIRECT DEPOSIT 247693-248208 IN THE AMOUNT OF \$1,792,826.27, PD. 4/29/22
EFT/ACH \$7,557.23, PD. 4/1/22 (PP2207)
EFT/ACH \$361,788.80, PD. 4/4/22 (PP2206)
EFT/ACH \$367,641.26, PD. 4/7/22 (PP2207)**

ACCOUNTS PAYABLE DEMANDS

**CHECKS 103285--103454 IN THE AMOUNT OF \$1,505,039.89
EFT CALPERS MEDICAL INSURANCE \$362,554.31
DIRECT DEPOSIT 100005955-100006056 IN THE AMOUNT OF \$87,367.29, PD.
4/29/22
REPLACEMENT DEMANDS 103281-103284 \$679.03
CONTACT: JENNIFER PAUL, FINANCE DIRECTOR**

H.5. APPROVE CONTRACTS UNDER \$35,000:

1. APPROVE THE THIRD AMENDMENT TO THE AGREEMENT WITH COOK, HAMMOND AND KELL, INC. DBA CHK AMERICA FOR PROFESSIONAL TRANSIT GRAPHIC DESIGN SERVICES FOR AN ADDITIONAL AMOUNT OF \$10,000 AND TO EXTEND THE TERM TO JUNE 30, 2024.

2. APPROVE THE THIRD AMENDMENT TO THE AGREEMENT WITH KIM FUENTES FOR PROFESSIONAL TRANSPORTATION TECHNICAL ASSISTANCE FOR AN ADDITIONAL AMOUNT OF \$15,000 AND TO EXTEND THE TERM TO JUNE 30, 2024.

**3. APPROVE THE FIFTH AMENDMENT TO THE AGREEMENT WITH ROY E. GLAUTHIER CONSULTING FOR PROFESSIONAL TRANSIT CONSULTATION SERVICES FOR AN ADDITIONAL AMOUNT OF \$20,000 AND TO EXTEND THE TERM TO JUNE 30, 2023.
CONTACT: JENNIFER PAUL, FINANCE DIRECTOR**

**H.6. EXCUSE ABSENCES OF COMMISSIONERS FROM VARIOUS COMMISSION MEETINGS.
CONTACT: ELEANOR MANZANO, CITY CLERK**

H.7. ADOPT BY TITLE ONLY RESOLUTION NO. CC-2205-023, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, LEASING CERTAIN PROPERTY TO PHONG HOONG, AN INDIVIDUAL, DBA MINI CHINESE RESTAURANT

**APPROVE THE LEASE WITH PHONG HOONG, AN INDIVIDUAL, DBA MINI CHINESE RESTAURANT, FOR A MONTHLY MINIMUM RENT OF \$1,618.76 AND A TERM OF MAY 3, 2022 THROUGH APRIL 5, 2026
CONTACT: GREG KAPOVICH, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

**H.8. APPROVE THREE-YEAR AGREEMENTS WITH PCI STRIPING AND SUPERIOR PAVEMENT MARKINGS TO PROVIDE CITYWIDE STREET STRIPING SERVICES FOR A COST NOT TO EXCEED \$54,000 PER AGREEMENT, FOR THE TERM MAY 3, 2022 TO MAY 2, 2025
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

**H.9. AUTHORIZE THE PURCHASE OF A BACKUP SEWER PUMP FOR THE RINDGE LIFT STATION FROM XYLEM WATER SOLUTIONS FOR A COST TO THE WASTEWATER FUND OF \$53,701
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

H.10. ACCEPT AS COMPLETE THE 190TH STREET KING HARBOR ENTRY SIGN AND PEDESTRIAN SIGNAL IMPROVEMENTS PROJECT, JOBS NO. 10160 & 41200, AND AUTHORIZE THE CITY ENGINEER TO FILE A NOTICE OF COMPLETION FOR THE PROJECT WITH THE LOS

**ANGELES COUNTY RECORDER AND RELEASE THE FINAL RETENTION PAYMENT OF \$7,817.83 TO ELECNOR BELCO ELECTRIC, INC., UPON EXPIRATION OF THE 35-DAY LIEN PERIOD AFTER SAID RECORDATION AND NO CLAIMS BEING FILED AGAINST THE PROJECT
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

H.11. PULLED BY MAYOR BRAND FOR FURTHER DISCUSSION.

H.12. ADOPT BY 4/5 VOTE AND TITLE ONLY RESOLUTION NO. CC-2205-024, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AUTHORIZING A 2021-2022 FISCAL YEAR BUDGET MODIFICATION TO APPROPRIATE \$512,267 IN HARBOR TIDELANDS FUNDS FROM THE UNALLOCATED FUND BALANCE TO THE PIER RAILING IMPROVEMENT PROJECT, JOB NO. 70360; AND

**ADOPT BY TITLE ONLY RESOLUTION NO. CC-2205-025, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AWARDED A CONTRACT TO UNIX CONSTRUCTION INC, A CALIFORNIA CORPORATION, IN THE AMOUNT OF \$1,571,546 FOR THE CONSTRUCTION OF THE PIER RAILING IMPROVEMENT PROJECT, JOB NO. 70360
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

H.13. APPROVE THE CITY ENGINEER'S REPORT FOR THE 2022-2023 FISCAL YEAR STREET LANDSCAPING AND LIGHTING ASSESSMENT DISTRICT ADOPT BY TITLE ONLY RESOLUTION NO. CC-2205-026, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DECLARING ITS INTENTION TO ORDER AN ASSESSMENT FOR THE MAINTENANCE AND IMPROVEMENTS OF CERTAIN STREET LIGHTING FIXTURES, APPURTENANCES AND LANDSCAPED AREAS FOR THE FISCAL YEAR COMMENCING JULY 1, 2022 AND ENDING JUNE 30, 2023, AND SETTING A TIME AND PLACE FOR THE PUBLIC PROTEST HEARING

**SET JUNE 7, 2022, AS THE DATE TO CONDUCT A PUBLIC HEARING TO CONSIDER THE PROPOSED 2022-2023 FISCAL YEAR STREET LANDSCAPING AND LIGHTING DISTRICT ASSESSMENT
TED CONTACT: SEMAAN, PUBLIC WORKS DIRECTOR**

**H.14. APPROVE AN AMENDMENT TO THE AGREEMENT WITH GEOSYNTEC CONSULTANTS, INC. TO PREPARE GRANT APPLICATIONS FOR THE FUNDING OF PROJECTS INCLUDED IN THE UPDATED BEACH CITIES ENHANCED WATERSHED MANAGEMENT PLAN AND TO DESIGN LOW FLOW DIVERSIONS TO THE SANITARY SEWER SYSTEM FOR AN AMOUNT NOT TO EXCEED \$400,000 FOR A FOUR-YEAR TERM THROUGH JULY 1, 2026
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

**H.15. APPROVE THE SECOND AMENDMENT TO THE AGREEMENT WITH LARRY WALKER ASSOCIATES, INC. FOR CONSULTING SERVICES SUPPORTING COMPLIANCE WITH THE CITY'S MUNICIPAL SEPARATE STORM SEWER SYSTEM AND SEASIDE LAGOON NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMITS IN AN AMOUNT NOT TO EXCEED \$200,000 PER YEAR FOR A TOTAL OF \$1,000,000 FOR AN ADDITIONAL FIVE-YEAR TERM TO JUNE 30, 2027
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

**H.16. APPROVE THE SECOND AMENDMENT TO THE LEGAL SERVICES AGREEMENT WITH SHUTE, MIHALY & WEINBERGER LLP
CONTACT: MICHAEL WEBB, CITY ATTORNEY**

Mayor Brand called for public comment.

There being no comments, Mayor Brand closed the public comment period.

Motion by Councilmember Horvath, seconded by Councilmember Obagi, to approve Consent Calendar Items H.1 through H.15, with the exclusion of pulled Item H.11. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

City Clerk Eleanor Manzano read all Ordinances and Resolutions by title only which were included on the Consent Calendar.

I. EXCLUDED CONSENT CALENDAR ITEMS

H.11. APPROVE THE FIRST AMENDMENT TO THE ON-CALL CONSULTING SERVICES AGREEMENT WITH LUCCI & ASSOCIATES, INC., TO INCREASE THE NOT TO EXCEED AMOUNT BY \$100,000 FOR A NEW TOTAL NOT TO EXCEED AMOUNT OF \$200,000 AND TO EXTEND THE TERM TO MAY 2, 2024
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR

City Manager Witzansky gave a report regarding on-call contract services and maintenance providers, drawing from the budget as needed, with the agreement being ready to go. He also reviewed the previous process which took up to six months. He further said there is a limit depending on the size of the project.

Mayor Brand called for public comment.

There being no comments, Mayor Brand closed the public comment period.

Councilmember Nehrenheim suggested integrating projects. City Manager Witzansky stated staff is actively seeking more on-call consultant services and will continue to bring vendors in as available.

Councilmember Obagi suggested extending a project and doubling the work. City Manager Witzansky stated this could take place but there is still an administrative standard control within the City. He also said staff is currently bringing a more manageable on-call provider.

Motion by Councilmember Obagi, seconded by Councilmember Horvath, to approve the First Amendment to the On-Call Consulting Services Agreement with Lucci & Associates, Inc., to increase the not to exceed amount by \$100,000 for a new total not to exceed amount of \$200,000 and to extend the term to May 2, 2024. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

J. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Mayor Brand called for public comment.

Alan Klainbaum, Redondo Beach, Public Safety Commission, spoke on public safety in the streets, traffic and pedestrians, excessive speed and distracted driving. He suggested a different approach to safety and

said stop signs are not working and should be enforced or removed, and also suggested lowering the speed limit to 20 mph.

Wayne Craig supported Council authorizing a \$30K in-depth public safety study, reviewed his concerns, and expressed concern with the lack of importance and priority of studies.

Rolf Strutzenberg welcomed Councilmember Obagi and everyone back to the Chambers and in-person Council meetings.

Rita Loy, Redondo Beach, congratulated Councilmember Obagi, supported the new chambers and welcomed everyone back.

Pamela Berinder reviewed her concerns regarding a dog next door and asked that a proper fence be built.

Craig Cadwallader, Surf Rider Foundation South Bay Chapter, supported AB2140 which returns control locally to the City to decide by resolution whether or not to renew the once through cooling permit and urged everyone to support it.

Barbara Epstein requested help regarding donating a bench at Wilderness Park sharing nature with children through the Audubon Society, and also supported the new Council Chambers.

There being no further comments, Mayor Brand closed the public comment period.

K. EX PARTE COMMUNICATIONS - NONE

L. PUBLIC HEARINGS - NONE

M. ITEMS CONTINUED FROM PREVIOUS AGENDAS

N. ITEMS FOR DISCUSSION PRIOR TO ACTION

**N.1. DISCUSSION AND POSSIBLE ACTION ON THE SUBMITTAL OF A LETTER TO LOS ANGELES COUNTY SUPERVISOR HOLLY MITCHELL AND LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO) REGARDING THE METRO C (GREEN) LINE EXTENSION TO TORRANCE PROJECT
CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR**

Community Development Director Brandy Forbes gave a report and update on the project and stated a draft letter has been provided incorporating additional concerns. She also noted a revised letter in the Blue Folder.

In response to Mayor Brand, City Manager Witzansky stated there is no time constraint, public input can take place tonight, and this item can be brought back on the 17th.

Councilmember Obagi reviewed his revised letter and noted concerns at the county level which will affect neighborhoods. He explained that Metro is potentially planning on running two Metro trains down the right-of-way, next to the current train tracks and maybe underground the light rail tracks at 182nd and other locations to avoid sounding their horns. He said the trains are very large and heavy and questioned the land being able to tolerate the heavy weight next to a huge retaining wall. He also noted no time savings between undergrounding on the right-of-way versus going down Hawthorne Boulevard.

Councilmember Nehrenheim expressed concern with the noise, supported the letter and encouraged people to attend the walk. He also expressed concern with the train going down the right-of-way.

Councilmember Loewenstein stated many voted for Measures M and R but opposed Metro running trains every 7 minutes behind somebody's house and the loss of property value. He expressed concern with Metro and their routing locations and said Metro needs to hear input. He suggested writing Supervisor Mitchell and Metro to consider putting an elevated track down Hawthorne.

Councilmember Horvath supported Supervisor Mitchell and her team who may be leaning towards an elevated portion on Hawthorne. He said advocating directly to the board members makes a difference and said it will be helpful to build a coalition. He also believed there is now more discussion about Hawthorne Boulevard and an elevated situation than two years ago.

Mayor Brand stated that a transit center is being built right now along the right-of-way and he encouraged everyone to continue to participate. He also suggested visiting greenlineextension@metro.net.

Mayor Brand called for public comment.

Rita Loy, Redondo Beach, gave a history on the line which used to be a lot busier, and supported it going down Hawthorne Boulevard.

Wayne Craig reviewed the noise and frequency of the train and supported help from the county supervisors and also supported moving it down Hawthorne Boulevard.

Alan Klainbaum suggested more visibility on approvals to allow more public participation and comments.

Community Development Director Forbes stated the draft EIR is currently taking place which should go through this year and once released, there is a comment period.

Sarah Mann announced the Breakwater Village hosting Metro on Wednesday May 11 at 2:30 p.m. She said they are located less than 20 feet from the right-of-way on the west side and supported resident input and discussing impacts. She also invited the Council and Supervisor Mitchell to attend.

Mayor Brand advised Metro is concurrently hosting a public walk.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by:

Roger Carlson, Niki Negrete-Mitchell, and Michael Garlan.

There being no further comments, Mayor Brand closed the public comment period.

Motion by Councilmember Obagi, seconded by Councilmember Horvath, to continue this item to the May 17, 2022 City Council meeting to allow for further revisions of the letter, and additional public comment. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

**N.2. DISCUSSION AND POSSIBLE ACTION REGARDING THE PICKLEBALL FEASIBILITY STUDY
RECEIVE AND FILE THE STUDY AND THE INPUT FROM THE RECREATION AND PARKS
COMMISSION AND COMMUNITY AND PROVIDE DIRECTION ON ANY PROPOSED
PICKLEBALL LOCATIONS
CONTACT: CAMERON HARDING, COMMUNITY SERVICES DIRECTOR**

Senior Management Analyst Kelly Orta gave a report and discussed the following:

- Feasibility Study: Background
- Results of the Feasibility Study - positives/negatives
 - Alta Vista Park
 - Anderson Park
 - Aviation Park North Parking Lot
 - Aviation Park Open Field
 - Dominguez Park
 - Franklin Park
 - Perry Park
 - Perry Allison Playfield
- Recreation and Parks Commission Input
- Alta Vista Use Information
- Fiscal Impact
- Recommendation

Mayor Brand supported moving forward with restriping for pickleball and resurfacing the basketball court as well as at Perry Park. He also said any new locations near residential should be considered trials. He also recommended talking to Northrop-Grumman.

Councilmember Nehrenheim stated he visited every location and took photos.

In response to Councilmember Nehrenheim, Kamala Brown, Landscape Architect for Hirsch and Associates and author of the feasibility study, explained the reason for taking out trees at Aviation and the width being too short with 10 feet cutting into the slope and retaining wall. She also noted root damage on the southern side and drainage issues and said a survey would need to take place regarding the grading. She also said the entire area would be expanded.

Councilmember Nehrenheim suggested looking at the current locations being used at Franklin, Perry and Anderson Parks, allowing for ten courts.

Councilmember Obagi supported Perry Park and dual court usage, repainting the basketball lines and asked about the striping.

Ms. Brown suggested obtaining the striping layout measurements first to bring back to Council.

Councilmember Horvath questioned considering Anderson Park since it was discussed once before concerning noise issues. He noted eight courts at Alta Vista and questioned the percentage of use at these courts. Senior Management Analyst Orta explained that the tennis courts are by reservation only.

Councilmember Horvath questioned the current usage spread across eight courts actually functioning on seven courts. Senior Management Analyst Orta stated potentially this is possible. City Manager Witzansky explained the total aggregate figures are sunup to sundown and suggested coming back with data utilization during peak periods of time.

Councilmember Horvath said there are many courts being used and noted the demand of pickleball is increasing. He suggested dedicating a single court that could have four games going at once. He also noted opposition of pickleball at Franklin Park and suggested this park be removed for consideration.

In response to Councilmember Horvath regarding Perry Park striping, City Manager Witzansky explained that the striping would be permanent and by reservation dedicated basketball time versus dedicated pickleball would be allocated.

Councilmember Horvath supported the Perry Park use and a full court at Alta Vista would could be done within the \$50K range.

Councilmember Emdee suggested having six courts at the North for tournaments and community level and use of hotels. She also suggested a central location for six to eight pickleball courts which is vital to the eventual goal for developing a program for pickleball, combining with other cities, having a destination type of scenario. She also informed that people have been playing two courts at Dale Page Park which is right next to residential and said she has not heard a complaint. City Manager Witzansky stated there could be an ADA issue.

Mayor Brand called for public comment.

Bobby Trevino supported pickleball which is social, everyone can play it and hoped more facilities can be provided and more people getting involved. He also supported a permanent facility such as at Aviation.

Mayor Brand suggested having an official organization eventually.

Carla McOsker stated the sport is growing fast, stated one pickleball court can accommodate four courts allowing for 16 players, stated she plays in other cities, supported having a league in Redondo Beach, supported sharing courts with the tennis courts, and partnering with corporations.

Desiree Galassi stated she authored a petition with 520 signatures supporting pickleball for Redondo Beach, and stated she moderates a Redondo Beach Pickleball page on Facebook and NextDoor. She believed Redondo Beach could have approximately 1,000 pickleball players based on its own population. She also reviewed the numbers from other cities and the revenue that could be generated in Redondo Beach. She noted the popularity of the sport and believed it is time to have pickleball in Redondo Beach and not fund other cities for usage.

Wayne Craig suggested looking at peak hours at Alta Vista and tennis court usage and any impacts to the existing usage.

Rolf Strutzenberg, Redondo Beach, spoke on Franklin Park and upcoming construction and noted it may be school property and suggested looking at the lease regarding usage.

John Bauer, Redondo Beach, noted the passion of pickleball, and supported the City having permanent courts.

George Cassis supported the sport of pickleball and noted its popularity and having a long wait time. He also suggested playing on individual courts and not a converted tennis court. He further did not support multiuse because the striping is confusing and supported dedicated pickleball courts.

In response to Councilmember Emdee, Mr. Cassis stated the West End has a court conversion and the South End has three separate dedicated courts with massive fencing. He also said a good pickleball court requires a flat perfect surface which can be expensive.

Kelly Maida supported pickleball which allows her to play with both her mother and son. She supported being proactive and having the eight courts north of the track at Aviation and the six courts in the dirt lot.

Wendy Ruddick, Redondo Beach, thanked the other communities supporting Redondo Beach, and suggested temporary courts while building a large facility.

Holly Osborne, District 5, suggested restriping part of the parking lot owned by the City by the Performing Arts Center which has a dual use.

Mark Hansen, King Harbor Boater, recommended using a mixture of the locations such as the aquatic facilities to be accommodated at Aviation Park.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by:

Phil Hong, Brianna Egan, Mara Lang, and Christine Ng.

There being no further comments, Mayor Brand closed the public comment period.

In response to Councilmember Horvath regarding the court behind the Aviation Gym and six courts turned 45 degrees and orienting them to fit more, Ms. Brown explained the orientation and said they are currently facing north/south.

Councilmember Obagi suggested the players would switch sides and the courts be oriented to allow for more court.

Councilmember Horvath supported permanent pickleball courts and focusing on the big picture and broader scope. He also believed courts can be available immediately by restriping a court such as at Alta Vista.

Councilmember Obagi supported Redondo Beach catching up with this sport and pointed out that allocating money takes four votes. He favored restriping/new coating at Perry Park and Ms. Brown reviewed the costs.

Councilmember Loewenstein supported pickleball in the City and suggested restriping at Perry Park and possibly Alta Vista, and suggested courts at Anderson Park at the soccer field.

Councilmember Emdee stated the soccer field at Anderson Park is highly used for soccer and did not advise it for pickleball.

Councilmember Loewenstein also supported using the north lot at Aviation and at the Performing Arts Center. City Manager Witzansky noted the Performing Arts Center with overflow parking demand issues with drainage issues south of the field. He suggested using some of the parking at Aviation which is underused and underutilized.

Councilmember Loewenstein did not support the open field due to a high school pool and suggested building three courts temporarily after speaking to Northrop-Grumman and lease it. City Manager Witzansky suggested Northrop employees may benefit, and also suggested an east/west court orientation on a more temporary basis, if approved by Northrop-Grumman.

Councilmember Loewenstein also suggested restriping at Franklin. City Manager Witzansky suggested considering any ADA accessibility issues at Franklin. Ms. Brown said there could be a ramp issue.

Mayor Brand reviewed the upcoming budget cycle and noted also that Northrop-Grumman made \$9B last quarter.

Councilmember Nehrenheim stated pickleball is the next step in tennis but noted petitions opposing pickleball.

In response to Councilmember Nehrenheim, City Manager Witzansky stated there are currently 130 CIP projects that over \$15K.

Councilmember Nehrenheim suggested the usage of Franklin Park with the two current courts on the basketball courts.

Motion by Councilmember Horvath, seconded by Councilmember Emdee, to follow the direction of the Parks and Recreation Commission, converting one of the courts at Alta Vista with a followup for the multiuse at Perry Park and pursue at budget a more permanent and long term solution at Aviation Park.

Substitute Motion by Councilmember Nehrenheim to direct staff to work on a dual striping at Perry Park, and to permanentize the usage of Franklin Park with the two current courts on the basketball courts.

City Manager Witzansky explained that the usage will need to be compliant.

Substitute Motion by Councilmember Nehrenheim, seconded by Councilmember Loewenstein, to stripe the two locations cited on the basketball court at Franklin Park, to work on the Perry Park three locations, to work on the one location on the basketball court at Anderson Park, and to direct staff to check with Northrop-Grumman for investigation of a pickleball court for both east/west and north/south and any other location on Northrop-Grumman property long term.

Mayor Brand expressed concern with requiring a 4/5 vote by Council over \$50K.

Councilmember Nehrenheim reviewed the costs which will be under \$50K and suggested coming back during budget season and any information regarding help from Northrop-Grumman.

Councilmember Emdee stated the lot has been empty for decades and suggested the north/south orientation for a court, but there is competition with other proposed uses.

Mayor Brand pointed out there may be concerns and complaints but that will be determined.

Councilmember Obagi suggested monitoring when pickleball is being played.

Substitute motion carried with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Obagi, Emdee
NOES: Horvath
ABSENT: None

**N.3. DISCUSSION AND POSSIBLE ACTION REGARDING THE PROCESS TO REPLACE THE CITY'S WEBSITE AND CONTENT MANAGEMENT SYSTEM
CONTACT: LUKE SMUDE, ASSISTANT TO THE CITY MANAGER**

City Manager Witzansky gave a staff report and reviewed the process to replace the City's website and Content Management System. He suggested two working groups, one to include a subcommittee consisting of the Mayor and Council and the other to include the City Manager and staff.

Councilmember Nehrenheim volunteered to be on the subcommittee, supported moving from Granicus and said there are many platforms and services that do a great job.

Councilmembers Obagi and Horvath volunteered to be on the subcommittee.

Motion by Councilmember Nehrenheim, seconded by Councilmember Emdee, to accept staff recommendation and to form the two subcommittees as recommended by staff, with Councilmembers Nehrenheim and Loewenstein on the subcommittee for the Council action and staff to create their subcommittee.

Councilmember Loewenstein also supported looking at streaming issues.

City Manager Witzansky reviewed the process and the time that may be required.

Mayor Brand called for public comment.

Sheila Lamb supported the proposed RFI paving the way to a new website, noting the current site is behind the times. She also reviewed the advantages with a new website.

There being no further comments, Mayor Brand closed the public comment period.

Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

N.4. RECEIVE AND FILE A REPORT ON MURAL ORDINANCE OPTIONS AND AVAILABLE MURAL LOCATIONS THROUGHOUT THE CITY
CONTACT: CAMERON HARDING, COMMUNITY SERVICES DIRECTOR

Community Services Director Cameron Harding gave a staff report on the mural ordinance options, reviewed other cities, funding, mural locations throughout the City, next steps, and recommendation.

In response to Councilmember Obagi, Councilmember Horvath stated that murals over the last six years have been on private property only. City Manager Witzansky stated a few of the mural projects have been part of the development and approved through the design review process.

Councilmember Obagi suggested staff develop a strategy for conducting outreach to private businesses.

Motion by Councilmember Obagi, seconded by Councilmember Loewenstein, to direct staff to proceed with a mural ordinance and develop a strategy for using public art funds to mural-ize private property in the City.

Councilmember Nehrenheim stated the 1% artwork fund should only be used for artwork. He reviewed Culver City and said Sacramento has a mural festival all on private property, and questioned having an ordinance. City Manager Witzansky stated more research will be needed regarding other cities.

City Attorney Webb said it depends on the goal regarding having an ordinance.

Councilmember Nehrenheim suggested having a no cost permit.

Councilmember Emdee stated the City has a Master Plan created by the Public Art Commission.

Substitute Motion by Councilmember Emdee, seconded by Councilmember Horvath, to develop a strategy to work with the Public Art Commission, and to have the Public Art Commission look at a definition of an ordinance if required to avoid issues of graffiti, etc.

Councilmember Obagi explained that a mural ordinance is required, noting that existing structures and property owners are not informed that they can install a mural.

City Attorney Webb opposed using ordinances to make the public aware regarding mural installation and supported making clear the goal of the ordinance.

Councilmember Horvath noted a very passionate art community in the City and believed there would be a lot of people collaborating with the Public Art Commission regarding mural installations in the City.

City Manager Witzansky suggested staff come back with an option to add some form of mural definition or reference in the code.

Mayor Brand called for public comment.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by Mark Nelson.

There being no further comments, Mayor Brand closed the public comment period.

Substitute Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

**N.5. RECEIVE AND FILE A REPORT ON SHORT-TERM AND LONG-TERM IMPROVEMENTS AND
ADDITIONAL AMENITIES AT AVIATION PARK
CONTACT: CAMERON HARDING, COMMUNITY SERVICES DIRECTOR**

Community Services Director Cameron Harding gave a report on short-term and long-term improvements and additional amenities at Aviation Park, noted a complete painting of the building exterior costing \$132K with \$150K already appropriated, and reviewed conditions of walkways and patios, the work schedule, playground equipment, Aviation Field, Aquatics Center, and recommendation.

Councilmember Nehrenheim noted upgrades are needed and supported having a pool.

Councilmember Loewenstein also supported having a pool and suggested looking at sharing costs with another facility/entity.

Mayor Brand also suggested looking at a partnership regarding an aquatic center.

Councilmember Emdee stated she did a poll and noted demand for a pool.

Councilmember Obagi suggested finishing up the waterfront and Seaside Lagoon first, and then move on to the rest of the City.

Councilmember Horvath agreed and noted the Seaside Lagoon should be considered as a multiuse water facility which can be open all year.

Councilmember Nehrenheim agreed and to keep options open.

Mayor Brand called for public comment.

Holly Osborne, District 5, stated Northrop-Grumman employees were able to use the pool from 12 to 1 p.m. and gave a history and the pool getting run down.

Mark Hansen stated the Harbor Commission received a presentation from Thomas Grimm proposing an impressive Ocean Encounter Educational Facility at the Joe's site. He recommended that the City Council consider utilizing one of the other seven locations for the courts and preserve the Aviation Park location for

the Aquatic Facility/50-meter pool, maintaining the Joe's site for Marine Education and the Lagoon site for more coastal related uses.

Carissa Gallardo supported an aquatic facility in Redondo Beach and coordinating with Manhattan Beach and/or Beach Cities Health District.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by Sara Martin.

There being no further comments, Mayor Brand closed the public comment period.

Motion by Councilmember Emdee, seconded by Councilmember Obagi, to receive and file the report. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Obagi, Emdee
NOES: None
ABSENT: None

O. CITY MANAGER ITEMS

City Manager Witzansky requested any feedback regarding the new Chambers and the system.

P. MAYOR AND COUNCIL ITEMS

Q. MAYOR AND COUNCIL REFERRALS TO STAFF

Councilmember Nehrenheim supported the new Chamber facility and thanked staff and IT.

Councilmember Horvath thanked Public Works for the bulb-out on Maria.

In response to Councilmember Loewenstein, City Manager Witzansky stated the voucher passes for ridesharing will come back as a BRR in June.

Councilmember Obagi thanked staff for their help with tonight's meeting. He also requested a BRR for a temporary shade structure at Perry Park Senior Center.

Councilmember Emdee supported tonight's setup and ease of following the agenda and thanked staff for the trees being planted throughout the City.

Mayor Brand thanked staff and everyone involved regarding tonight's meeting. He also thanked the Historical Commission and staff for the celebration at the Museum and the City's birthday.

R. CLOSED SESSION – NONE

S. RECONVENE TO OPEN SESSION – NONE

T. ADJOURNMENT: 10:31 P.M.

T.1. ADJOURN IN MEMORY OF CAROLYN LININGER, FORMER CITY EMPLOYEE

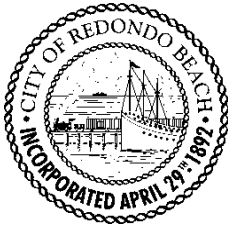
There being no further business to come before the City Council, motion by Councilmember Horvath, seconded by Councilmember Obagi, to adjourn the meeting at 10:31 p.m. to an Adjourned Regular meeting to be held at 4:30 p.m. (Closed Session) and a Regular meeting to be held at 6:00 p.m. (Open Session) on

Tuesday, May 10, 2022, in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.
Motion carried unanimously, with no objection.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted,

Eleanor Manzano, City Clerk



Minutes
Redondo Beach City Council
Tuesday, May 10, 2022
Closed Session - Adjourned Regular Meeting 4:30 p.m.
Open Session - Regular Meeting 6:00 p.m.

A. CALL MEETING TO ORDER

An Adjourned Regular Meeting of the Redondo Beach City Council was called to order by Mayor Pro Tem Obagi at 4:30 p.m. in the City Hall Council Chamber, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent:	Mayor Brand
Officials Present:	Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

C. SALUTE TO THE FLAG AND INVOCATION – NONE

D. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS – NONE

E. PUBLIC COMMUNICATIONS ON CLOSED SESSION ITEMS AND NON-AGENDA ITEMS

Mayor Pro Tem Obagi called for public comment. There being no comments, Mayor Pro Tem Obagi closed the public comment period.

F. RECESS TO CLOSED SESSION: 4:33 p.m.

- F.1. CONFERENCE WITH LEGAL COUNSEL AND LABOR NEGOTIATOR - The Closed Session is authorized by the Government Code Sec. 54957.6.**

AGENCY NEGOTIATOR:

Mike Witzansky, City Manager
Diane Strickfaden, Director of Human Resources

EMPLOYEE ORGANIZATIONS

Redondo Beach Teamsters
CONTACT: DIANE STRICKFADEN, DIRECTOR OF HUMAN RESOURCES

- F.2. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED POTENTIAL LITIGATION - The Closed Session is authorized by the attorney-client privilege, Government Code Section 54956.9(d)(4).**

One Potential Case

Motion by Councilmember Horvath, seconded by Councilmember Nehrenheim, to recess at 4:33 p.m. to conduct Closed Sessions attended by City Manager Mike Witzansky, City Attorney Mike Webb, Assistant City Attorney Cheryl Park, Public Works Director Ted Semaan and Human Resources Director Diane Strickfaden. There being no objections, Mayor Pro Tem Obagi so ordered.

G. RECONVENE TO OPEN SESSION

H. ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent:	Brand
Officials Present:	Eleanor Manzano, City Clerk Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

I. ANNOUNCEMENT OF CLOSED SESSION ACTIONS

City Manager Witzansky stated that Assistant City Attorney Cheryl Park was not in attendance for Closed Session items.

J. ADJOURN TO REGULAR MEETING

Motion by Councilmember Nehrenheim, seconded by Councilmember Loewenstein, to adjourn at 6:02 p.m. to a regular meeting. There being no objections, Mayor Pro Tem Obagi so ordered.

A. CALL TO ORDER

A Regular Meeting of the Redondo Beach City Council was called to order by Mayor Pro Tem Obagi at 6:02 p.m. in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California.

B. ROLL CALL

Councilmembers Present:	Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
Councilmembers Absent:	Mayor Brand
Officials Present:	Eleanor Manzano, City Clerk Michael Webb, City Attorney Mike Witzansky, City Manager Vickie Kroneberger, Chief Deputy City Clerk

C. SALUTE TO THE FLAG AND INVOCATION

At the request of Mayor Pro Tem Obagi, the audience and Councilmembers rose to salute the flag followed by a moment of silence.

D. PRESENTATIONS/PROCLAMATIONS/ANNOUNCEMENTS

Councilmember Nehrenheim announced his Community Meeting taking place this Saturday at Alta Vista at 9:30 a.m. and a followup online meeting next week.

Councilmember Loewenstein announced his District 2 Community Meeting taking place on Monday, May 16, in person on the 2nd floor of the main library conference room from 5:30 to 7 p.m. He also announced Beach Life this weekend, and a compost event on May 21 in Wilderness Park.

Councilmember Horvath announced his District 3 Community Meeting taking place on Wednesday May 18 on Zoom from 6 to 7:30 p.m. with special guest City Manager Witzansky discussing the budget.

Councilmember Emdee reviewed items discussed at the SCAG conference last week including removing lithium from the Salton Sea for battery production, transit options for electric and hydrogen trucks from Arrival and Sunline Transit, Granicus social media digital engagement called Bang the Table, Jamboree providing 100% affordable housing projects, and the rules regarding moving up in SCAG.

Mayor Pro Tem Obagi announced his Community Meeting that took place on May 5 and thanked the Chief for participating and also commended the City Manager. He also encouraged people to purchase tickets to Beach Life.

E. APPROVAL OF ORDER OF AGENDA

Motion by Councilmember Horvath, seconded by Councilmember Nehrenheim, to approve the Order of Agenda as presented. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
NOES: None
ABSENT: None

F. AGENCY RECESS - NONE

G. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to receive and file additional material for Items J.1, N.2, and N.3. There being no objections, Mayor Pro Tem Obagi so ordered.

H. CONSENT CALENDAR

H.1. APPROVE AFFIDAVIT OF POSTING FOR THE CITY COUNCIL ADJOURNED REGULAR AND REGULAR MEETING OF May 10, 2022

CONTACT: ELEANOR MANZANO, CITY CLERK

H.2. APPROVE MOTION TO READ BY TITLE ONLY AND WAIVE FURTHER READING OF ALL ORDINANCES AND RESOLUTIONS LISTED ON THE AGENDA.

CONTACT: ELEANOR MANZANO, CITY CLERK

H.3. APPROVE CONTRACTS UNDER \$35,000:

1. APPROVE AN AGREEMENT WITH DOCUSIGN, INC. FOR ELECTRONIC SIGNATURE SERVICES IN AN AMOUNT OF \$4,424.94 FOR UP TO 500 E-SIGNATURE ENVELOPES AND \$8.80 PER EACH ADDITIONAL E-SIGNATURE ENVELOPE EXCEEDING THE ALLOWANCE FOR THE TERM MAY 10, 2022 TO MAY 9, 2023.

CONTACT: JENNIFER PAUL, FINANCE DIRECTOR

H.4. PULLED BY COUNCILMEMBER LOEWENSTEIN FOR FURTHER DISCUSSION.

H.5. APPROVE SECOND AMENDMENT TO THE AGREEMENT WITH INTERWEST CONSULTING GROUP, INC. FOR AS-NEEDED BUILDING PLAN CHECK AND INSPECTION SERVICES AND TEMPORARY BUILDING OFFICIAL SERVICES FOR AN INCREASE OF \$30,000 AND A NEW TOTAL NOT TO EXCEED AMOUNT OF \$140,000 FOR THE TERM FEBRUARY 1, 2022 THROUGH FEBRUARY 8, 2024

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

H.6. APPROVE THE SECOND AMENDMENT TO THE LEGAL SERVICES AGREEMENT WITH MCCUNE & HARBER LLP

CONTACT: MICHAEL W. WEBB, CITY ATTORNEY

H.7. PULLED BY COUNCILMEMBER HORVATH FOR FURTHER DISCUSSION.

Mayor Pro Tem Obagi called for public comment.

Commissioner Solomon referred to item H.4 and supported Measure C and the opportunities provided in Redondo Beach.

There being no further comments, Mayor Pro Tem Obagi closed the public comment period.

Motion by Councilmember Horvath, seconded by Councilmember Nehrenheim, to approve Consent Calendar Items H.1 through H.7, with the exclusion of pulled items H.4 and H.7. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
NOES: None
ABSENT: None

I. EXCLUDED CONSENT CALENDAR ITEMS

**H.4. ADOPT BY TITLE ONLY RESOLUTION NO. CC-2205-027, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, LEASING CERTAIN PROPERTY TO CALIFORNIA LOCAL, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY APPROVE THE LEASE WITH CALIFORNIA LOCAL, LLC FOR A RESTAURANT USE FOR THE PREMISES AT 245 NORTH HARBOR DRIVE FOR A MONTHLY MINIMUM RENT OF \$11,032 AND A TERM OF MAY 10, 2022 THROUGH MARCH 9, 2028
CONTACT: GREG KAPOVICH, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR**

The lessee thanked Council for the opportunity to lease the property and reviewed their proposals.

Councilmember Nehrenheim asked about the value of the lease per month and being in line with other leases. Brian Campbell, BC Urban, reviewed the gross percentage rent terms and other specifics and said the lease is aligned with the market rate in the harbor. He also said the area in the harbor is leased out except for 900 feet on the International Boardwalk and the former Fun Factory.

Motion by Councilmember Loewenstein, seconded by Councilmember Horvath, to adopt by title only Resolution No. CC-2205-027. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
NOES: None
ABSENT: None

City Clerk Eleanor Manzano read by title only Resolution No. CC-2205-027.

**H.7. APPROVE A MARKETING AGREEMENT WITH OHMCONNECT REGARDING OUR PARTNERSHIP TO BUILD A “VIRTUAL POWER PLANT”.
CONTACT: MICHAEL W. WEBB, CITY ATTORNEY**

City Attorney Webb gave a report on the marketing agreement with OHMConnect regarding our partnership to build a “Virtual Power Plant”, and also reviewed the website which can be tracked and provide credit.

Mayor Pro Tem Obagi called for public comment.

There being no comments, Mayor Pro Tem Obagi closed the public comment period.

Motion by Councilmember Horvath, seconded by Councilmember Obagi, to approve a marketing agreement with OHMConnect regarding our partnership to build a “Virtual Power Plant.” Motion carried unanimously, with no objections.

J. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Mayor Pro Tem Obagi called for public comment.

Jonatan Cvetko, District 1, referred to a magazine published by Beach Life and reviewed his concerns and additional publications. He said it still remains illegal to order cannabis through delivery services in the City. He asked that staff reach out to Mr. Sanford and to help with the proper messaging.

Motion by Councilmember Nehrenheim, seconded by Councilmember Emdee, to receive and file material presented by Mr. Cvetko. There being no objections, motion carried unanimously.

Wayne Craig noted open house at the fire stations last Saturday, an event at Perry Park last Thursday, and noted support for the homeless shelters.

Desiree Galassi spoke on the pickleball community and benefits to the City and suggested opening up the discussion again with a compromise.

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to receive and file material presented by Ms. Galassi. There being no objections, motion carried unanimously.

There being no further comments, Mayor Pro Tem Obagi closed the public comment period.

K. EX PARTE COMMUNICATIONS - NONE

L. PUBLIC HEARINGS - NONE

M. ITEMS CONTINUED FROM PREVIOUS AGENDAS

N. ITEMS FOR DISCUSSION PRIOR TO ACTION

**N.1. DISCUSSION AND POSSIBLE ACTION REGARDING UPDATES TO THE WEST BASIN MUNICIPAL WATER DISTRICT’S RECYCLED WATER EXPANSION ASSESSMENT STUDY IN REDONDO BEACH AND CURRENT RECYCLED WATER POLICIES
CONTACT: TED SEMAAN, PUBLIC WORKS DIRECTOR**

Director Desi Alvarez gave a presentation and discussed the following:

- West Basin 75 year anniversary
- 26 member agencies
- Five divisions
- West Basin Water Portfolio
- West Basin Municipal Water District Recycled Water Facilities
- Distribution System
- Imported Water relies on no longer reliable sources
- Southern California’s Water Supply - key reservoirs
- Storage in key state water projects and Federal central valley project reservoirs
- Colorado River Storage
- Snowpack is practically non-existent
- 791 days of drought since February 11, 2020 - it is not over
- West Basin 20 year imported and groundwater

- Annual water use: Hermosa & Redondo
- Per Capita Water Use - Indoor/Outdoor
- Progress toward 15% voluntary conservation
- West Basin Water Supply Challenge
- West Basin Water Shortage Contingency Plan
- What Redondo Beach Can Do

Mayor Pro Tem Obagi pointed out there is not much space for water savings and the City is doing the best it can. Mr. Alvarez reviewed opportunities the City can take and also explained the waste to water and where it would take place.

In response to Councilmember Emdee, Mr. Alvarez stated the purple pipe plan has been abandoned to date. He said a new system would cost approximately \$10M+ at \$1M a mile, and believed it is not a worthwhile investment. He also said they can work with SCE. He reviewed the different cities and their usage and explained the voluntary conservation and encouraged everyone to achieve the 15%.

Councilmember Emdee stated everyone's usage should be considered as well and then normalizing it. She also questioned outdoor being 30 gallons versus indoor being 70 gallons.

Mayor Pro Tem Obagi suggested analyzing water conservation at the City level as well as a comparison to other cities.

Councilmember Loewenstein agreed with Councilmember Emdee noting it is very unfair charging everyone the same rate such as those living in small spaces versus those with big lots watering a big lawn every day. He also said the same issue takes place with SCE.

Councilmember Loewenstein also asked about the municipal landscaping. City Manager Witzansky stated a proposal in the budget will be provided and staff will work with West Basin as well, such as the area in front of the library.

Public Works Director Semaan stated the Civic Center Landscaping is in design with a consultant contract in place.

In response to Mayor Pro Tem Obagi, City Manager Witzansky stated staff is taking advantage of any funding available.

Councilmember Nehrenheim suggested tapping into the injection wells on Prospect, feeding into Alta Vista and water the parks. Mr. Alvarez and Public Works Director Semaan explained the disadvantages and costs.

Councilmember Horvath suggested pumping ground water, noting a partnership is needed, and asked how this would look in a long-range plan. Mr. Alvarez stated they are working with Cal Water and said he will be speaking to other cities as well.

Councilmember Horvath supported Mr. Alvarez and noted a disservice by putting so much of the waste water out into the ocean.

Mr. Alvarez reviewed their grants including replacing the turf.

In response to Councilmember Emdee, City Manager Witzansky stated SCE is allowing planting under the right-of-way within certain guidelines which are still somewhat restrictive.

Councilmember Emdee supported greenery as much as possible and opposed the elimination of the purple pipe. Mr. Alvarez noted potential for beautiful drought tolerant landscaping and small areas of synthetic turf.

Mayor Pro Tem Obagi discouraged synthetic turf which gets very hot.

Mayor Pro Tem Obagi called for public comment.

Don Szerlip, District 4, expressed concern with a never ending bureaucratic spiral, and suggested that the water districts need to stand up to the government.

Lezlie Campeggi, Redondo Beach, expressed concern with 20% of the residents expected to conserve when the 80% usage is elsewhere. She also suggested the Water District joining the City in suing the state to build housing and not reducing water consumption and requirements. She further suggested the Water District get involved lobbying at the state level.

Craig Cadwallader, Surf Rider Foundation South Bay Chapter, supported Director Alvarez and his involvement, supported working as a whole, partnering with the City of LA, reviewed his concerns, supported reusing waste water as potable water, and supported available rebates.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by Michael Sachs.

There being no further comments, Mayor Pro Tem Obagi closed the public comment period.

Motion by Councilmember Horvath, seconded by Councilmember Loewenstein, to receive and file the report. Motion carried unanimously, with no objections.

Mayor Pro Tem Obagi recused himself on Item N.2 and left the Chambers at 7:56 p.m.

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to select Councilmember Loewenstein as Acting Mayor Pro Tem. Motion carried unanimously.

N.2. DISCUSSION AND POSSIBLE ACTION REGARDING DRAFT ORDINANCES AMENDING TITLE 6 BUSINESSES, PROFESSIONS, AND TRADES, TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PERTAINING TO CANNABIS REGULATIONS AND RECOMMENDING THAT THE CITY COUNCIL ADOPT CATEGORICAL EXEMPTIONS FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR THE AMENDMENTS

CONSIDERATION OF THE RECOMMENDATIONS MADE BY THE PLANNING COMMISSION REGARDING THE DRAFT CANNABIS ORDINANCES AND ADDITIONAL INPUT PROVIDED BY THE PUBLIC

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

Community Development Director Brandy Forbes gave a report and discussed the following:

- Cannabis Regulatory Background
- Cannabis Ordinances - Draft Provisions
- Cannabis Ordinances - Planning Commission Recommendations
- Cannabis Ordinances - Community Survey Results
- Cannabis Ordinances- Possible Consultant Services
- Recommendation
- Scope of Service Objectives

Acting Mayor Pro Tem Loewenstein asked if staff has looked at other consultants other than HdL. City Manager Witzansky said there are other consultants but said positives with HdL include expediency and track record/history in this area.

In response to Acting Mayor Pro Tem Loewenstein, Community Development Director Forbes reviewed the map of the different buffer zones and said the areas in bright colors of the zone are actually outside of the buffers and would be qualified for sites. She also said the schools do not have any major changes.

City Manager Witzansky said the waterfront education area is a former Sea Lab site that has triggered the buffer.

Councilmember Emdee referred to the pink area on the map east on Robinson which is a huge park and family area in the middle of residential and did not support putting cannabis in that area.

In response to Councilmember Nehrenheim, City Manager Witzansky stated the CC designation is very specific and only in the waterfront area. He said the Riviera Village falls under the more traditional C4 or C5. Community Development Director Forbes said the walking zone is not excluded, and the pinks/reds and beiges on the map would be eligible.

Councilmember Nehrenheim stated attaching two licenses(retail license and non-store front delivery license) to a single license could be problematic. He noted delivery requires more on-site parking, in and out, and a secure zone is needed for cannabis. He expressed concern with putting the two licenses together as one and impacts.

Senior Deputy City Attorney Jillian Martins explained businesses being in the same location were considered to consolidate the number of locations while keeping the maximum amount of revenue in the City.

In response to Councilmember Nehrenheim, City Manager Witzansky suggested sales tax can be considered in the local ordinance.

Councilmember Nehrenheim also referred to the Galleria which has many mixed uses and suggested cannabis could be considered in that area.

Acting Mayor Pro Tem Loewenstein called for public comment.

Jonatan Cvetko thanked staff, expressed concern with bringing in HdL and believed that a consultant is not needed. He supported modeling after the City of West Hollywood, suggested following the state on the ownership definition, agreed with recommendation #9, suggested flexibility with recommendation #10, questioned impacts regarding advertising, suggested access to surveillance when alarms go off to address privacy, suggested consolidating and noted storefronts only are being offered.

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to receive and file documents presented by Mr. Cvetko. There being no objections, Acting Mayor Pro Tem Loewenstein so ordered.

Don Szerlip, District 4, requested clarity on the licenses and locations, expressed concern with the City not addressing this issue sooner, spoke on the City zones, said most every street has both commercial and residential with no effect on the residential areas, and spoke on the taxes.

Senior Deputy City Attorney Martins clarified that Type 9 is the non-storefront retailer which does delivery only with no walk-in traffic and Type 10 is a storefront retailer license which does both the storefront and delivery.

Acting Mayor Pro Tem Loewenstein clarified that the City was slow on this issue due to opposition, and the product is not the same as other products.

City Manager Witzansky clarified the taxes and noted the City receives 1% of all sales but does not participate in any of the additional 20% and recommended the 5% sales tax.

City Attorney Webb pointed out that it is illegal to deliver cannabis in Redondo Beach unless it is used for medicinal purposes.

Acting Mayor Pro Tem Loewenstein suggested information on the cost on law enforcement and impacts.

Eugene Solomon, Redondo Beach, suggested Council address the ownership component and definitions, revocation of a license, enforcement with violations of licenses, the sales tax and additional tax and any impacts, and state lawsuits.

In response to Acting Mayor Pro Tem Loewenstein, City Manager Witzansky stated due diligence will take place regarding HdL and the process, and the contract will not be recommended if greater concern is found.

Wayne Craig, District 1, suggested addressing the church.

City Manager Witzansky stated there have been various followup actions associated with the church's activity and the Police Department and Code Enforcement and residents are aware of these issues.

Lezlie Campeggi, Redondo Beach, expressed concern with where the community outreach went, noting only 173 people responding. She suggested more community outreach with the outcome for clarity on the new law regarding cannabis.

Carissa Gallardo expressed concern with enforcement and advertising cannabis and impacts to minors. She also expressed concern with addiction.

Joan Irvine stated she is involved with cannabis education for seniors, stated cannabis is being normalized, stated the dispensaries are upscale, the kids cannot buy from the stores, noting a detailed age verification system, did not support having another consultant, and did not support delaying this item any longer.

Chief Deputy City Clerk Vickie Kroneberger read the comments submitted via eComment by:

James Crawford and Matthew Hinsley.

There being no further comments, Acting Mayor Pro Tem Loewenstein closed the public comment period.

Police Chief Joe Hoffman gave a report on enforcement and dispensary issues.

In response to Councilmember Emdee, City Manager Witzansky stated staff would come back in June with a contract and followup ordinance discussion with HdL and any changes in July. He also noted the advantage of bringing in a firm for assistance and procuring a permittee. He said the first step is to get an approved adopted ordinance and then write in the selection effort.

Councilmember Emdee supported the Galleria hosting a licensee, and enforcement will be key to the success. She reviewed the time and delay of this item but agreed the initiative brought it back. She reviewed outreach and said she received more responses to pickleball than cannabis. She also said there has to be retail outlets for legalization, and noted over 6,000 signatures to put the initiative on the ballot. She also agreed that 20% of the state taxes being excessive which has to be addressed at the state level. She said

the 5% was chosen based on the different cities. She supported agreeing with the ordinances and moving this forward as quickly as possible and getting to a point of not needing an initiative voted in March.

Acting Mayor Pro Tem Loewenstein questioned two candidates selected and then the initiative wiping it out.

Councilmember Horvath believed this is a complicated issue and covid caused some of the delay. He preferred having our own ordinance and thanked the Planning Commission for their work on this issue. He also noted the Planning Commission's concerns with over surveillance.

Police Chief Hoffman gave a report on security and surveillance ability in the City.

Councilmember Horvath agreed with the Planning Commission recommendations and preferred a maximum of two per zip code. He also believed the City has protected the youth and trust the Police Department and the system. He also believed a lot has been communicated and outreach has taken place. He stated he did not believe that HdL needs to review the ordinance but did not want to delay the process. He also noted confusion taking place with an issue of communication next March voting no on an initiative taking away the ability for control but also to vote yes on a sales tax. He suggested removing Objective 1.

Senior Deputy City Attorney Martins and City Attorney Webb reviewed the objectives and the pros and cons and the costs.

Councilmember Horvath stated he could support a dispensary at the Galleria and believed they would do it in an appropriate manner.

In response to Councilmember Nehrenheim, Senior Deputy City Attorney Martins explained that in terms of delivery services, medicinal or not, the 21-plus is absolutely required.

Councilmember Nehrenheim referred to delivery Type 9 which isn't allowed but it would not stop anyone from getting delivery currently, and suggested enforcing it. Senior Deputy City Attorney Martins explained that a Type 10 license includes the ability for a business to deliver, and a Type 9 license is delivery only.

Councilmember Nehrenheim supported having HdL for review and catching any errors/problems.

Motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to engage HdL on all objectives except for Objective #2, to aim for the March 2023 election for the tax provision, not to accept the removal of the CR Zone pursuant to the Planning Commission recommendation striking #22, to only allow the two Type 10 licenses, and to accept all of the Planning Commission recommendations that have not already been accepted striking #16, #17, #18, #21, #22 and #23. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Horvath, Emdee, Acting Mayor Pro Tem Loewenstein
NOES: None
ABSENT: Mayor Pro Tem Obagi (recused)

Mayor Pro Tem Obagi returned to the dais at 9:56 p.m.

N.3. DISCUSSION AND POSSIBLE ACTION REGARDING THE FORMATION OF BUSINESS IMPROVEMENT DISTRICTS

CONTACT: GREG KAPOVICH, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

Waterfront & Economic Development Director Greg Kapovich gave a report and discussed the following:

- What is a BID
- BID(s)

- Existing BID(s)
- Artesia Corridor
- Establishing a BID Program
- Recommendation - direct staff to perform outreach to gauge the interest level of property/business owners along Artesia Boulevard

City Manager Witzansky suggested looking at targeted blocks of the BID.

Councilmember Loewenstein suggested having a BID down at the waterfront to allow investment into marketing.

Councilmember Nehrenheim suggested starting small, and suggested BIDS could be done specific to just restaurateurs/retailers and localized and other areas such as on PCH.

Mayor Pro Tem Obagi called for public comment.

Don Szerlip gave a history on the BID process and clarified that owners of buildings that had tenants were part of the business BID and had to pay the \$100 plus \$29 per location within their building being rented out. He said he is in favor of a BID, stated due diligence has been done regarding an assessment all the way down Artesia Blvd. and Aviation Blvd., coming up with enough money almost to the level of the Riviera BID of \$80,000. He said the law has evolved over the years and people that want the BID must come to Council and request it. He further said most of the members of businesses are in North Redondo but not the brick and mortar along Artesia Boulevard and an owners' association must now run the BID.

Eugene Solomon encouraged engaging this up and down in the harbor, supported Artesia Boulevard but not to ask an organization to participate that has failed to achieve their objectives, suggested bringing back the research in place, and present how to conduct this investigation.

There being no further comments, Mayor Pro Tem Obagi closed the public comment period.

Motion by Mayor Pro Tem Obagi, seconded by Councilmember Emdee, to direct staff to move forward with the Business Area Improvement law, viability analysis and advancement if deemed viable on any part of Artesia Boulevard.

Amended requested by Councilmember Loewenstein to include the King Harbor and Pier Associations. Mayor Pro Tem Obagi and Councilmember Emdee accepted the amendment.

Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
 NOES: None
 ABSENT: None

O. CITY MANAGER ITEMS

City Manager Witzansky stated the Quality of Life Unit was initiated this weekend.

P. MAYOR AND COUNCIL ITEMS

P.1. DISCUSSION AND POSSIBLE ACTION ON OPTIONS FOR ENHANCED RESPONSE TO HELP ADDRESS HOMELESSNESS, INCLUDING IMPROVED COORDINATION WITH THE COUNTY.

A review video was presented on the homeless court.

Quality of Life Prosecutor Joy Abaquin and City Attorney Webb gave a report and update on the Housing Initiative Court.

Homeless Housing Navigator Lila Omura also provided a report and discussed the following:

- Placements
- Shelters
- Individuals requiring higher level of care and permanently placed

City Attorney Webb gave a report on county cooperation and support.

Councilmember Horvath spoke on the County's Blue Ribbon Commission on Homelessness and recommendations/strategies.

City Attorney Webb provided a report on the following recommendations:

- City employed Mental Health Clinician
- Education Campaign
 - Quality of Life Account for Donations
- Part-time resident aid

Chief Hoffman gave a report on the City employing a mental health clinician which will benefit the City.

In response to Councilmember Emdee regarding the numbers and placement, City Attorney Webb stated that three individuals were placed just this year.

Mayor Pro Tem Obagi supported the three recommendations.

Councilmember Nehrenheim asked about any plans with BCHD. City Manager Witzansky stated he will follow up. City Attorney Webb stated BCHD sent a proposal regarding funding for detox issues.

Mayor Pro Tem Obagi called for public comment.

Wayne Craig supported the program with the pallet shelters, stated BCHD has money available to help, and other cities should be contributing to the efforts as well.

There being no further comments, Mayor Pro Tem Obagi closed the Public Comment period.

Motion by Mayor Pro Tem Obagi, seconded by Councilmember Horvath, to direct the City Attorney to move forward with all of the recommendations. Motion carried unanimously, with the following roll call vote:

AYES: Nehrenheim, Loewenstein, Horvath, Emdee, Mayor Pro Tem Obagi
NOES: None
ABSENT: None

Q. MAYOR AND COUNCIL REFERRALS TO STAFF

Councilmember Loewenstein requested a BRR on updating the Perry Park Teen Center.

Councilmember Horvath requested having Blue Folder items on the dais.

R. CLOSED SESSION – NONE

S. RECONVENE TO OPEN SESSION – NONE

T. ADJOURNMENT: 11:28 P.M.

There being no further business to come before the City Council, motion by Councilmember Nehrenheim, seconded by Councilmember Horvath, to adjourn the meeting at 11:28 p.m. to an Adjourned Regular meeting to be held at 4:30 p.m. (Closed Session) and a Regular meeting to be held at 6:00 p.m. (Open Session) on Tuesday, May 17, 2022, in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California. Motion carried unanimously, with no objection.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted,

Eleanor Manzano, City Clerk



Administrative Report

H.4., File # 22-4325

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: ELEANOR MANZANO, CITY CLERK

TITLE

EXCUSE ABSENCES FROM VARIOUS COMMISSION AND COMMITTEE MEETINGS.

EXECUTIVE SUMMARY

<u>Commissioner/Member</u>	<u>Board/Commission/Committee</u>	<u>Meeting Date</u>
Joe Dawidziak	Charter Review Advisory	June 2, 2022
Norma Tabares	Charter Review Advisory	June 2, 2022
Roger Light	Charter Review Advisory	April 14, 2022
Robert Gaddis	Charter Review Advisory	June 2, 2022
Desiree Galassi	Preservation	July 6, 2022
Mark Narain	Charter Review Advisory	August 25, 2022

On June 2, 2022, the City Clerk received phone call notification from Committee Member Dawidziak requesting an excused absence for June 2, 2022, Charter Review Advisory Committee Meeting for personal reasons.

On May 24, 2022, the City Clerk received notification from Committee Member Tabares requesting an excused absence for June 2, 2022, Charter Review Advisory Committee Meeting for personal reasons.

On May 30, 2022, the City Clerk received notification from Committee Member Light requesting an excused absence for June 2, 2022, Charter Review Advisory Committee Meeting for personal reasons.

On June 3, 2022, the City Clerk received notification from Committee Member Gaddis requesting an excused absence for June 2, 2022, Charter Review Advisory Committee Meeting for personal reasons.

On June 2, 2022, the City Clerk received notification from Commissioner Galassi requesting an excused absence for July 6, 2022, Preservation Commission Meeting for personal reasons.

On June 3, 2022, the City Clerk received notification from Committee Member Narain requesting an excused absence for August 25, 2022, Charter Review Advisory Committee Meeting for personal reasons.

BACKGROUND

As of September 3, 2019, the City Council authorized the City Clerk to revise the policy pertaining to requests for excused absences, whereby Board Members and Commissioners are now required to communicate impending absences directly to the City Clerk for processing.

APPROVED BY:

Eleanor Manzano, City Clerk

FISCAL IMPACT

None



Administrative Report

H.4., File # 22-4325

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: ELEANOR MANZANO, CITY CLERK

TITLE

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APPROVED BY:

Eleanor Manzano, City Clerk

FISCAL IMPACT

None



Administrative Report

H.5., File # 22-4310

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: DIANE STRICKFADEN, DIRECTOR OF HUMAN RESOURCES

TITLE

ADOPT BY TITLE ONLY RESOLUTION NO. CC-2206-035, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, AMENDING THE OFFICIAL BOOK OF CLASSIFICATIONS FOR THE POSITION OF LIBRARY DIRECTOR

EXECUTIVE SUMMARY

The City maintains an official book of class specifications for positions in the service of Redondo Beach. Pursuant to Article 6, Chapter 3 of the Municipal Code, as recruitments for open positions are initiated, class specifications are reviewed and updated to validate current job duties, responsibilities and qualifications. The Library Department will soon have a vacancy due to the upcoming retirement of the Library Director.

BACKGROUND

The City is preparing to fill the position of Library Director for the first time in ten years. In addition, the existing job specification for the Director was last revised in 1989, and the Director's role has changed significantly since that time. The revised job specification (attached) updates and modernizes the scope and duties of the position, in conformance with the City's current goals and work objectives and removes outdated language related to former programmatic duties such as cable television programming. The classification also amends the requirements for the position in accordance with the revised scope.

Attached please find a resolution and proposed job classification for City Council review and consideration of approval. The Library Director is an unclassified, at-will position assigned to the Management and Confidential employee group.

COORDINATION

The Human Resources Department coordinated this revised class spec with the Library Department and the City Manager's Office.

FISCAL IMPACT

Funding for the position is available in the Library Department's annual budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Resolution



Administrative Report

H.5., File # 22-4310

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: DIANE STRICKFADEN, DIRECTOR OF HUMAN RESOURCES

TITLE

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COORDINATION

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FISCAL IMPACT

Funding for the position is available in the Library Department's annual budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Resolution

RESOLUTION NO. CC-2206-035

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
REDONDO BEACH, CALIFORNIA, AMENDING THE OFFICIAL
BOOK OF CLASSIFICATIONS FOR THE POSITION OF
LIBRARY DIRECTOR**

WHEREAS, pursuant to Sections 2-3.602 and 2-3.603 of Article 6, Chapter 3, Title 2 of the Redondo Beach Municipal Code, the Mayor and City Council shall set forth from time to time the Class Titles and Specifications for job classifications; and,

WHEREAS, it is necessary to amend the Official Book of Classifications to reflect such action of the City Council.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the Official Book of Classifications is hereby amended, as reflected in the attached Exhibit "A" relating to the class specification for the position of Library Director

SECTION 2. This resolution shall take effect immediately upon its adoption by the City Council.

SECTION 3. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of June, 2022.

William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Resolution No. CC-2206-035 was passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of June, 2022, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk

Exhibit “A”

TITLE: LIBRARY DIRECTOR

DEFINITION:

Under the general administrative direction of the City Manager, or designee, this position manages the operation of the Library Department to achieve results in support of the City's mission, goals, policies, and objectives; and performs other related duties as required.

EXAMPLES OF DUTIES, RESPONSIBILITIES, AND EXPECTATIONS:

The listed tasks are essential for this position and may include but are not limited to the following:

- Plans, organizes, staffs, directs and controls the operation of the library services function as a primary duty including but not limited to overseeing the operation of two municipal libraries
- Formulates and implements library policy
- Appoints, supervises, trains, evaluates personnel and takes disciplinary action as required
- Directs and controls the preparation of the annual departmental budget and controls expenditures;
- Serves as liaison to the Library Commission;
- Selects and implements new technology, or procedures in areas such as circulation systems and computerized catalogues;
- Coordinates cooperative activities with other libraries;
- Operates a motor vehicle while performing various duties that include attending conferences, meetings and seminars as liaison/representative to various agencies;
- Delivers outstanding internal and external customer service while solving problems and proactively creating sustainable solutions to issues;
- Conducts duties, responsibilities, tasks and assignments with a constructive, cooperative, positive, professional attitude and demeanor;
- Supports the City's mission, goals, policies and objectives;
- Supports the City's corporate values of: openness and honesty; integrity and ethics; accountability; outstanding customer service; teamwork; excellence; and fiscal and environmental responsibility;
- Provides effective leadership to accomplish the administrative objectives of the City Manager and the policy goals of the City Council;
- Conducts regular performance evaluations of personnel, giving frequent and specific feedback about personnel performance; holding employees accountable for doing their jobs and celebrating accomplishments and successes;
- Performs other related duties as required.

CLASSIFICATION:

This position is designated as an Unclassified Service, at-will classification. The position is exempt from coverage under the Fair Labor Standards Act (FLSA) regulations.

QUALIFICATIONS:

This position requires:

Knowledge of: Principles of management including but not limited to the principles and practices of effective supervision, training and performance evaluation; principles, practices, technology, and equipment associated with operating a modern library including but not limited to selecting, ordering, processing, classifying and cataloguing library materials, circulation, reference, children's and community programming, branch operations, data processing; federal and State grant programs related to libraries; budget preparation and control; applicable safety and health regulations, labor agreements, City rules and regulations, policies and procedures; employee relations as applied to work rules, grievances and discipline.

Ability to: Efficiently and effectively manage the operation of the library, including development and administration of the department budget; reason logically and creatively; demonstrate initiative; communicate effectively in writing and orally; work independently and on project matrix teams; establish and maintain effective working relationships with others; legally operate a motor vehicle in the State of California; meet the physical employment standards for the classification.

Education and Experience: Graduation from a college or university with an American Library Association accredited Master of Library and Information Science degree and six (6) years of full-time paid professional level experience in library administration or administration of a major subdivision of a library.



Administrative Report

H.6., File # 22-4355

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: TED SEMAAN, PUBLIC WORKS DIRECTOR

TITLE

APPROVE THE INSTALLATION OF ALL-WAY STOP CONTROLS AT THE INTERSECTION OF FELTON LANE AND RUHLAND AVENUE

EXECUTIVE SUMMARY

In response to a request from residents, staff has performed an analysis of all-way stop controls at the intersection of Felton Lane and Ruhland Avenue. The subject intersection was evaluated with respect to enhancing pedestrian and motorist safety. Staff's findings were presented to the Public Works Commission on May 23, 2022. The Commission voted unanimously in support of the installation of all-way stop controls at this intersection. A copy of the Administrative Report for that meeting is included as an attachment.

This item is being advanced for City Council consideration based on analysis of reported correctable traffic collisions at the intersection. Statewide Integrated Traffic Records System (SWITRS) data indicates there were five reported crashes in a twelve-month period that can be considered potentially correctable. Installing all-way stop controls at the subject intersection could increase pedestrian and vehicle safety by reducing conflicts to motorists, pedestrians and cyclists. Therefore, staff recommends that the City Council approve the installation of all-way stop controls at the intersection of Felton Lane and Ruhland Avenue.

BACKGROUND

Staff received a petition in November 2021 requesting all-way stop controls at the intersection of Felton Lane and Ruhland Avenue. Staff proceeded to collect resident support data, perform field observations, and review accident history information as per the City's recently updated policy for this type of resident request.

Staff mailed a survey to 42 residences within 150-feet of the intersection to determine support for the request. To date only 14 responses have been received, all supportive, which is a response rate of 33%. The response rate required to advance the issue of 66% was not met.

Staff also collected and analyzed reported traffic collision data from SWITRS. A review of the available SWITRS crash data at this intersection during the four-year period ending 12/31/2021 revealed 7 reported accidents between 1/1/2018 and 12/31/2021 that might be considered correctable by all-way stop controls. More significantly in support of stop sign placement, is that five of the identified crashes occurred in the 12-month period between December 2020 and November

2021. This rate of collisions meets the criteria for consideration of stop sign placement in the California Manual on Uniform Traffic Control Devices (CA MUTCD).

The consideration to install all-way stop controls at the subject intersection was presented to the Public Works Commission at the May 23, 2022 meeting. During the meeting, the Commission heard public comment, deliberated, and subsequently voted unanimously (7-0) to forward the recommendation to install all-way stop controls at the intersection of Felton Lane and Ruhland Avenue to City Council for consideration.

Staff and the Public Works Commission are recommending all-way stop controls at the intersection. If approved by the City Council, installation of the additional controls will be implemented as soon as possible by City maintenance personnel as part of their regularly assigned work duties.

COORDINATION

Coordination of the public outreach, safety evaluation and preparation of this report were completed by staff in the Public Works Department, with input from the Public Works Commission.

FISCAL IMPACT

The cost to install additional signage and associated appurtenance to complete the all-way stop control at this intersection is estimated to be \$2,000. Funding for installation of the new stop controls is available in the City's Traffic Calming Budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Public Works Commission Administrative Report from May 23, 2022 and Exhibits



Administrative Report

H.6., File # 22-4355

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: TED SEMAAN, PUBLIC WORKS DIRECTOR

TITLE

APPROVE THE INSTALLATION OF ALL-WAY STOP CONTROLS AT THE INTERSECTION OF FELTON LANE AND RUHLAND AVENUE

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APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Public Works Commission Administrative Report from May 23, 2022 and Exhibits



Administrative Report

J.1., File # PW22-4228

Meeting Date: 5/23/2022

To: PUBLIC WORKS COMMISSION
From: DEPARTMENT OF PUBLIC WORKS

TITLE
FELTON LANE AND RUHLAND AVENUE ALL-WAY STOP CONTROLS

EXECUTIVE SUMMARY

In response to a request from residents, Staff has performed an analysis of all-way stop controls at the intersection of Felton Lane and Ruhland Avenue. The subject intersection was evaluated with respect to enhancing pedestrian and motorist safety. This item is being advanced based on analysis of reported correctable traffic collisions at the intersection. SWITRS data indicates there were five reported crashes in a twelve-month period that can be considered potentially correctable. Installing all-way stop controls at the subject intersection could increase pedestrian and vehicle safety by reducing conflicts to motorists, pedestrians and cyclists.

A vicinity map of the study area, the recommended traffic controls and the SWITRS data are provided in the attachments.

BACKGROUND

Staff received a petition in November 2021 requesting all-way stop controls at the intersection of Felton Lane and Ruhland Avenue.

Felton Lane is classified as a local street and has a 25-mph residential prima facie speed limit. Felton Lane runs north-south. Stopping is prohibited on the west side of the street and parking is allowed on the east side. It is approximately 28 feet wide with one travel lane in each direction that are separated by a dashed yellow centerline. There are all-way stop controls approximately 300 feet to the north of the subject intersection at Voorhees Avenue and all-way stop controls approximately 300 feet to the south at Nelson Avenue.

Ruhland Avenue is classified as a local street, has a 25-mph residential prima facie speed limit and runs west-east with one travel lane in each direction. It is approximately 28 feet wide with parallel parking allowed on the south side of the street and no stopping allowed on the north side. Ruhland Avenue is stop controlled at the subject intersection and has marked crosswalks. There are all-way stop controls approximately 600 feet to the west of the subject intersection at Phelan Lane and all-way stop controls approximately 600 feet to the east at Perkins Lane.

Fronting development in the vicinity of the intersection is predominantly single and multi-family residential. Several commercial sites are located approximately 1000 feet south of the subject intersection on Artesia Boulevard. Madison Elementary School is approximately 650 west of the

intersection. There are sidewalk, curb and gutter improvements on all legs.

Per current policy regarding resident requests for all-way stops, staff mailed a survey to 42 residences within 150-feet of the intersection proceeded to determine support for the request. To date only 14 responses have been received, all supportive, which is a response rate of 33%. The response rate required to advance the issue is 66%, which was not met.

Staff also collected and analyzed reported traffic collision data from SWITRS. A review of the available SWITRS crash data at this intersection during the four-year period ending 12/31/2021 revealed 7 reported accidents between 1/1/2018 and 12/31/2021. that might be considered correctable by all-way stop controls. More significantly in the support of stop sign placement, five of these crashed occurred in the 12-month period between December 2020 and November 2021. Therefore, staff is advancing this request based on the collision history analysis. SWITRS data is included in the attachments.

The California Manual on Uniform Traffic Control Devices (CA MUTCD) provides guidance for the installation of all-way stop controls. It suggests that all-way stop controls should be considered when:

- **Criteria A** - Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- **Criteria B** - When there are five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- **Criteria C** - Where the vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour. When the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants may be reduced to 70 percent of the above values.
- **Criteria D** - Where no single criterion is satisfied, but where Criteria B and C are all satisfied to 80 percent of the minimum values.

The CA MUTCD also provides other criteria that may be considered, including:

- The need to control left-turn conflicts;
- The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and,

- An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection.

Based on the above information, the collision criteria (Criteria B) is satisfied and supports an all-way stop control installation. Criteria A, C and D could not be evaluated due to lack of collection of speed and volume data. Therefore, staff recommends installation of an all-way stop at the subject intersection.

ALTERNATIVES AVAILABLE:

1. Install all-way stop controls at the intersection of Felton Lane and Ruhland Avenue.
2. Other actions as determined by the Public Works Commission

COORDINATION

Coordination of the safety evaluation and this report took place within the Public Works Department.

Attachment 1
Study Area and Existing Conditions



Legend



Traffic Signal



Existing stop

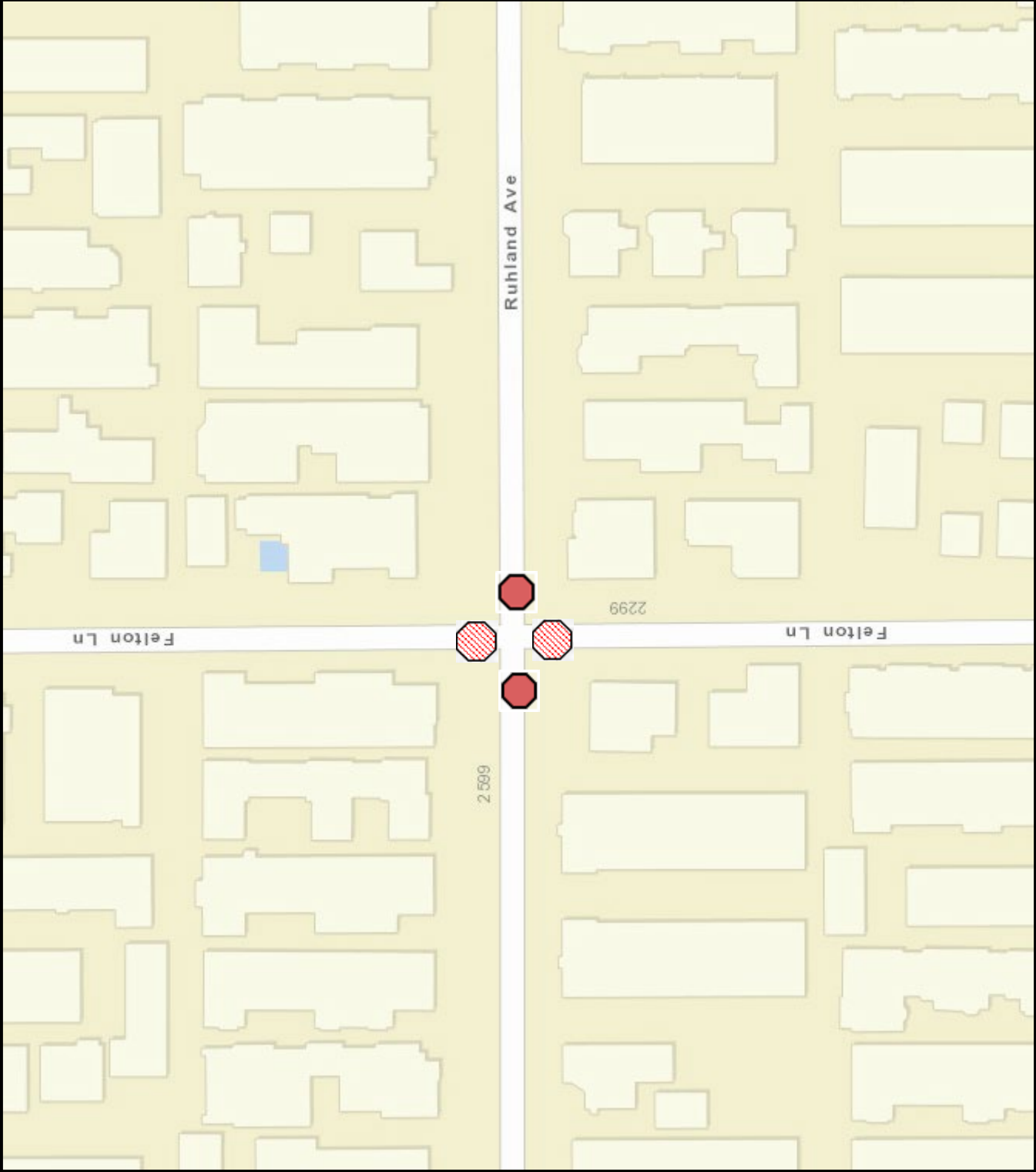


High Visibility Crosswalk



Madison Elementary School

Attachment 2
Proposed Stop Control



Legend

-  Proposed stop
-  Existing stop



Administrative Report

H.7., File # 22-4214

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

APPROVE AN AMENDMENT TO THE AGREEMENT WITH LISA PADILLA DBA CITYWORKS DESIGN FOR PREPARATION OF THE OBJECTIVE RESIDENTIAL DESIGN GUIDELINES TO EXTEND THE TERM THROUGH DECEMBER 31, 2022 WITH NO CHANGE TO THE ORIGINAL CONTRACT AMOUNT OF \$139,955 TO BE FULLY REIMBURSED BY SB2 GRANT FUNDS

EXECUTIVE SUMMARY

On June 8, 2021, the City Council approved a contract with Cityworks Design to prepare Objective Residential Design Guidelines, a Strategic Plan objective. Since that time, public engagement through workshops with the Planning Commission, local design professionals, and the community has been completed, regular internal meetings with Planning staff have been held, and initial draft guidelines have been prepared.

The current contract is set to expire on June 30, 2022. However, additional time is needed for the next steps, including public hearings before the Planning Commission and City Council.

BACKGROUND

The City Council set a Strategic Planning goal to update the Residential Design Guidelines, which were adopted almost 20 years ago. A contract with Cityworks Design was approved by City Council on June 8, 2021, with a term through June 30, 2022 to assist with completion of the work. The contract calls for the guidelines to be updated with objective design standards and include ADUs and the R-1A "tall and skinny" residential zone, which are not covered in the current document.

Work has begun, and a draft document has been prepared. However, additional time is needed for internal editing of the draft and presentations at public hearings before the Planning Commission and City Council. The request is to extend the contract term through December 31, 2022.

COORDINATION

Preparation of the contract amendment has been coordinated with the City Attorney's Office.

FISCAL IMPACT

There will be no change to the original contract cost of \$139,955 as a result of this amendment. The contract is funded through SB2 Grant Funds awarded to the City by the California Department of Housing and Community Development through a grant agreement executed on June 12, 2020.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

First Amendment to contract with Cityworks Design

Original Contract Cityworks Design

City Council Administrative Report June 8, 2021



Administrative Report

H.7., File # 22-4214

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

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APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

First Amendment to contract with Cityworks Design

Original Contract Cityworks Design

City Council Administrative Report June 8, 2021

**FIRST AMENDMENT TO THE AGREEMENT
FOR CONSULTING SERVICES BETWEEN THE CITY OF REDONDO BEACH
AND LISA PADILLA DBA CITYWORKS DESIGN**

This First Amendment to the Agreement for Consulting Services ("First Amendment") is made between the City of Redondo Beach, a chartered municipal corporation ("City") and Lisa Padilla, an individual, dba Cityworks Design ("Consultant").

WHEREAS, on June 8, 2021, the parties entered into the Agreement for Consulting Services between the City and Consultant (the "Agreement"); and

WHEREAS, the parties desire to extend the term of the Agreement.

NOW THEREFORE, in consideration of the promises and mutual covenants contained herein, and intending to be legally bound, the parties hereby agree to make the following amendments to the Agreement:


1. Term. Exhibit "B" of the Agreement is hereby amended to extend the term of the Agreement to December 31, 2022.
2. No Other Amendments. The Agreement and this First Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement and this First Amendment, the terms of this First amendment shall govern.

IN WITNESS WHEREOF, the parties have executed this First Amendment in Redondo Beach, California, as of this 14th day of June, 2022.

CITY OF REDONDO BEACH,
a chartered municipal corporation

LISA PADILLA,
An individual dba Cityworks Design

William C. Brand, Mayor

By: 
Name: Lisa Padilla
Title: Principal

ATTEST:

APPROVED AS TO FORM:

Eleanor Manzano, City Clerk

Michael W. Webb, City Attorney

APPROVED:

Diane Strickfaden, Risk Manager

**AGREEMENT FOR CONSULTING SERVICES
BETWEEN THE CITY OF REDONDO BEACH
AND LISA PADILLA DBA CITYWORKS DESIGN**

THIS AGREEMENT FOR CONSULTING SERVICES (this "Agreement") is made between the City of Redondo Beach, a Chartered Municipal Corporation ("City") and Lisa Padilla, an individual, dba Cityworks Design ("Consultant" or "Contractor").

The parties hereby agree as follows:

1. Description of Project or Scope of Services. The project description or scope of services to be provided by Consultant, and any corresponding responsibilities of City, or services required to be performed by City are set forth in Exhibit "A."
2. Term and Time of Completion. Consultant shall commence and complete the project or services described in Exhibit "A" in accordance with the schedule set forth in Exhibit "B".
3. Compensation. City agrees to pay Consultant for work performed in accordance with Exhibit "C".

* * * * *

GENERAL PROVISIONS

1. Independent Contractor. Consultant acknowledges, represents and warrants that Consultant is not a regular or temporary employee, officer, agent, joint venturer or partner of the City, but rather an independent contractor. This Agreement shall not be construed as a contract of employment. Consultant shall have no rights to any benefits which accrue to City employees unless otherwise expressly provided in this Agreement. Due to the independent contractor relationship created by this Agreement, the City shall not withhold state or federal income taxes, the reporting of which shall be Consultant's sole responsibility.
2. Brokers. Consultant acknowledges, represents and warrants that Consultant has not hired, retained or agreed to pay any entity or person any fee, commission, percentage, gift, or any other consideration, contingent upon or resulting from the award or making of this Agreement.
3. City Property. All plans, drawings, reports, calculations, data, specifications, videos, graphics or other materials prepared for or obtained pursuant to this Agreement shall upon request be delivered to the City within a reasonable time, and the rights thereto shall be deemed assigned to the City. If applicable, Consultant shall prepare check prints upon request. Said plans, drawings, reports, calculations, data, specifications, videos, graphics or other materials,

shall be specific for the project herein and shall not be used by the City for any other project without Consultant's consent. Notwithstanding the foregoing, Consultant shall not be obligated to assign any proprietary software or data developed by or at the direction of Consultant for Consultant's own use; provided, however, that Consultant shall, pursuant to Paragraph 14 below, indemnify, defend and hold the City harmless from and against any discovery or Public Records Act request seeking the disclosure of any such proprietary software or data.

4. Inspection. If the services set forth in Exhibit "A" shall be performed on City or other public property, the City shall have the right to inspect such work without notice. If such services shall not be performed on City or other public property, the City shall have the right to inspect such work upon reasonable notice. Inspections by the City shall not relieve or minimize the responsibility of Consultant to conduct any inspections Consultant has agreed to perform pursuant to the terms of this Agreement. Consultant shall be solely liable for said inspections performed by Consultant. Consultant shall certify in writing to the City as to the completeness and accuracy of each inspection required to be conducted by Consultant hereunder.
5. Services. The project or services set forth in Exhibit "A" shall be performed to the full satisfaction and approval of the City. In the event that the project or services set forth in Exhibit "A" are itemized by price in Exhibit "C", the City in its sole discretion may, upon notice to Consultant, delete certain items or services set forth in Exhibit "A", in which case there shall be a corresponding reduction in the amount of compensation paid to Consultant. City shall furnish Consultant to the extent available, with any City standards, details, specifications and regulations applicable to the Project and necessary for the performance of Consultant's services hereunder. Notwithstanding the foregoing, any and all additional data necessary for design shall be the responsibility of Consultant.
6. Records. Consultant, including any of its subcontractors shall maintain full and complete documents and records, including accounting records, employee time sheets, work papers, and correspondence pertaining to the project or services set forth in Exhibit "A". Consultant, including any of its subcontractors shall make such documents and records available for City review or audit upon request and reasonable notice, and shall keep such documents and records, for at least four (4) years after Consultant's completion of performance of this Agreement. Copies of all pertinent reports and correspondence shall be furnished to the City for its files.
7. Changes and Extra Work. All changes and/or extra work under this Agreement shall be provided for by a subsequent written amendment executed by City and Consultant.

8. Additional Assistance. If this Agreement requires Consultant to prepare plans and specifications, Consultant shall provide assistance as necessary to resolve any questions regarding such plans and specifications that may arise during the period of advertising for bids, and Consultant shall issue any necessary addenda to the plans and specifications as requested. In the event Consultant is of the opinion that City's requests for addenda and assistance is outside the scope of normal services, the parties shall proceed in accordance with the changes and extra work provisions of this Agreement.
9. Professional Ability. Consultant acknowledges, represents and warrants that Consultant is skilled and able to competently provide the services hereunder, and possesses all professional licenses, certifications, and approvals necessary to engage in its occupation. City has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant shall perform in accordance with generally accepted professional practices and standards of Consultant's profession.
10. Business License. Consultant shall obtain a Redondo Beach Business License before performing any services required under this Agreement. The failure to so obtain such license shall be a material breach of this Agreement and grounds for immediate termination by City; provided, however, that City may waive the business license requirement in writing under unusual circumstances without necessitating any modification of this Agreement to reflect such waiver.
11. Termination Without Default. Notwithstanding any provision herein to the contrary, the City may, in its sole and absolute discretion and without cause, terminate this Agreement at any time prior to completion by Consultant of the project or services hereunder, immediately upon written notice to Consultant. In the event of any such termination, Consultant shall be compensated for: (1) all authorized work satisfactorily performed prior to the effective date of termination; and (2) necessary materials or services of others ordered by Consultant for this Agreement, prior to Consultant's receipt of notice of termination, irrespective of whether such materials or services of others have actually been delivered, and further provided that Consultant is not able to cancel such orders. Compensation for Consultant in such event shall be determined by the City in accordance with the percentage of the project or services completed by Consultant; and all of Consultant's finished or unfinished work product through the time of the City's last payment shall be transferred and assigned to the City. In conjunction with any termination of this Agreement, the City may, at its own expense, make copies or extract information from any notes, sketches, computations, drawings, and specifications or other data, whether complete or not.
12. Termination in the Event of Default. Should Consultant fail to perform any of its obligations hereunder, within the time and in the manner provided or otherwise violate any of the terms of this Agreement, the City may immediately terminate this Agreement by giving written notice of such termination, stating the reasons

for such termination. Consultant shall be compensated as provided immediately above, provided, however, there shall be deducted from such amount the amount of damages if any, sustained by the City by virtue of Consultant's breach of this Agreement.

13. Conflict of Interest. Consultant acknowledges, represents and warrants that Consultant shall avoid all conflicts of interest (as defined under any federal, state or local statute, rule or regulation, or at common law) with respect to this Agreement. Consultant further acknowledges, represents and warrants that Consultant has no business relationship or arrangement of any kind with any City official or employee with respect to this Agreement. Consultant acknowledges that in the event that Consultant shall be found by any judicial or administrative body to have any conflict of interest (as defined above) with respect to this Agreement, all consideration received under this Agreement shall be forfeited and returned to City forthwith. This provision shall survive the termination of this Agreement for one (1) year.
14. Indemnity. To the maximum extent permitted by law, Consultant hereby agrees, at its sole cost and expense, to defend protect, indemnify, and hold harmless the City, its elected and appointed officials, officers, employees, volunteers, attorneys, and agents (collectively "Indemnitees") from and against any and all claims, including, without limitation, claims for bodily injury, death or damage to property, demands, charges, obligations, damages, causes of action, proceedings, suits, losses, stop payment notices, judgments, fines, liens, penalties, liabilities, costs and expenses of every kind and nature whatsoever, in any manner arising out of, incident to, related to, in connection with or arising from any act, failure to act, error or omission of Consultant's performance or work hereunder (including any of its officers, agents, employees, Subcontractors) or its failure to comply with any of its obligations contained in the Agreement, or its failure to comply with any current or prospective law, except for such loss or damage which was caused by the sole negligence or willful misconduct of the City. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Consultant or Indemnitees. This indemnification obligation shall survive this Agreement and shall not be limited by any term of any insurance policy required under this Agreement.
 - a. Nonwaiver of Rights. Indemnitees do not and shall not waive any rights that they may possess against Consultant because the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement.
 - b. Waiver of Right of Subrogation. Consultant, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against the Indemnitees.

15. Insurance. Consultant shall comply with the requirements set forth in Exhibit "D." Insurance requirements that are waived by the City's Risk Manager do not require amendments or revisions to this Agreement.
16. Non-Liability of Officials and Employees of the City. No official or employee of the City shall be personally liable for any default or liability under this Agreement.
17. Compliance with Laws. Consultant shall comply with all federal, state and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals, with respect to this Agreement, including without limitation all environmental laws, employment laws, and non-discrimination laws.
18. Limitations upon Subcontracting and Assignment. Consultant acknowledges that the services which Consultant shall provide under this Agreement are unique, personal services which, except as otherwise provided herein, Consultant shall not assign or sublet to any other party without the prior written approval of City, which approval may be withheld in the City's sole and absolute discretion. In the event that the City, in writing, approves any assignment or subletting of this Agreement or the retention of subcontractors by Consultant, Consultant shall provide to the City upon request copies of each and every subcontract prior to the execution thereof by Consultant and subcontractor. Any attempt by Consultant to assign any or all of its rights under this Agreement without first obtaining the City's prior written consent shall constitute a material default under this Agreement.

The sale, assignment, transfer or other disposition, on a cumulative basis, of twenty-five percent (25%) or more of the ownership interest in Consultant or twenty-five percent (25%) or more the voting control of Consultant (whether Consultant is a corporation, limited liability company, partnership, joint venture or otherwise) shall constitute an assignment for purposes of this Agreement. Further, the involvement of Consultant or its assets in any transaction or series of transactions (by way of merger, sale, acquisition, financing, transfer, leveraged buyout or otherwise), whether or not a formal assignment or hypothecation of this Agreement or Consultant's assets occurs, which reduces Consultant's assets or net worth by twenty-five percent (25%) or more shall also constitute an assignment for purposes of this Agreement.
19. Subcontractors. Consultant shall provide properly skilled professional and technical personnel to perform any approved subcontracting duties. Consultant shall not engage the services of any person or persons now employed by the City without the prior written approval of City, which approval may be withheld in the City's sole and absolute discretion.
20. Integration. This Agreement constitutes the entire agreement between the parties concerning the subject matter hereof and supersedes any previous oral or written agreement; provided, however, that correspondence or documents

exchanged between Consultant and City may be used to assist in the interpretation of the exhibits to this Agreement.

21. Amendment. This Agreement may be amended or modified only by a subsequent written amendment executed by both parties.
22. Conflicting Provisions. In the event of a conflict between the terms and conditions of this Agreement and those of any exhibit or attachment hereto, this Agreement proper shall prevail. In the event of a conflict between the terms and conditions of any two or more exhibits or attachments hereto, those prepared by the City shall prevail over those prepared by Consultant.
23. Non-Exclusivity. Notwithstanding any provision herein to the contrary, the services provided by Consultant hereunder shall be non-exclusive, and City reserves the right to employ other contractors in connection with the project.
24. Exhibits. All exhibits hereto are made a part hereof and incorporated herein by reference; provided, however, that any language in Exhibit "A" which does not pertain to the project description, proposal, or scope of services (as applicable) to be provided by Consultant, or any corresponding responsibilities of City, shall be deemed extraneous to, and not a part of, this Agreement.
25. Time of Essence. Time is of the essence of this Agreement.
26. Confidentiality. To the extent permissible under law, Consultant shall keep confidential its obligations hereunder and the information acquired during the performance of the project or services hereunder.
27. Third Parties. Nothing herein shall be interpreted as creating any rights or benefits in any third parties. For purposes hereof, transferees or assignees as permitted under this Agreement shall not be considered "third parties."
28. Governing Law and Venue. This Agreement shall be construed in accordance with the laws of the State of California without regard to principles of conflicts of law. Venue for any litigation or other action arising hereunder shall reside exclusively in the Superior Court of the County of Los Angeles, Southwest Judicial District.
29. Attorneys' Fees. In the event either party to this Agreement brings any action to enforce or interpret this Agreement, the prevailing party in such action shall be entitled to reasonable attorneys' fees (including expert witness fees) and costs. This provision shall survive the termination of this Agreement.
30. Claims. Any claim by Consultant against City hereunder shall be subject to Government Code §§ 800 *et seq.* The claims presentation provisions of said Act are hereby modified such that the presentation of all claims hereunder to the City

shall be waived if not made within six (6) months after accrual of the cause of action.


31. Interpretation. Consultant acknowledges that it has had ample opportunity to seek legal advice with respect to the negotiation of this Agreement. This Agreement shall be interpreted as if drafted by both parties.
32. Warranty. In the event that any product shall be provided to the City as part of this Agreement, Consultant warrants as follows: Consultant possesses good title to the product and the right to transfer the product to City; the product shall be delivered to the City free from any security interest or other lien; the product meets all specifications contained herein; the product shall be free from material defects in materials and workmanship under normal use for a period of one (1) year from the date of delivery; and the product shall be fit for its intended purpose(s). Notwithstanding the foregoing, consumable and maintenance items (such as light bulbs and batteries) shall be warranted for a period of thirty (30) days from the date of delivery. All repairs during the warranty period shall be promptly performed by Consultant, at Consultant's expense, including shipping. Consultant shall not be liable under this warranty for an amount greater than the amount set forth in Exhibit "C" hereto.
33. Severance. Any provision of this Agreement that is found invalid or unenforceable shall be deemed severed, and all remaining provisions of this Agreement shall remain enforceable to the fullest extent permitted by law.
34. Authority. City warrants and represents that upon City Council approval, the Mayor of the City of Redondo Beach is duly authorized to enter into and execute this Agreement on behalf of City. The party signing on behalf of Consultant warrants and represents that he or she is duly authorized to enter into and execute this Agreement on behalf of Consultant, and shall be personally liable to City if he or she is not duly authorized to enter into and execute this Agreement on behalf of Consultant.
35. Waiver. The waiver by the City of any breach of any term or provision of this Agreement shall not be construed as a waiver of any subsequent breach.

SIGNATURES FOLLOW ON NEXT PAGE


IN WITNESS WHEREOF, the parties have executed this Agreement in Redondo Beach, California, as of this 8th day of June, 2021.

CITY OF REDONDO BEACH

LISA PADILLA DBA CITYWORKS DESIGN



William C. Brand, Mayor

By: 
Name: Lisa Padilla
Title: Principal

ATTEST:



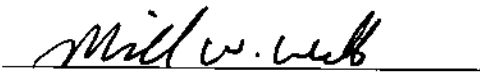
Eleanor Manzano, City Clerk

APPROVED:



Diane Strickfaden, Risk Manager

APPROVED AS TO FORM:



Michael W. Webb, City Attorney

EXHIBIT "A"

PROJECT DESCRIPTION AND/OR SCOPE OF SERVICES

PROJECT DESCRIPTION

The City plans to update the existing residential design guidelines, also including accessory dwelling units (ADUs). The current guidelines were adopted by the City of Redondo Beach on October 7, 2003. The design guidelines are intended to inform the public about development opportunities within the residential zones, including both single and multi-family structures. The update shall also include the R-1A residential zone, which was not included in the original document. With the addition of ADUs and the R-1A Zone to the guidelines, the document will span the breadth of residential infill opportunities available within the City.

With this update, owners in all residential zones will have a better understanding regarding the development potential of their properties. The guidelines shall also include design examples for ADU configurations and an explanation of how to comply with streamlined standards or non-streamline standards, subject to the existing conditions of the lot. As a part of this exercise, new handout sheets shall be created for easy application of the standards. By better informing the public, ADU applicants shall have the tools to submit a successful application, thus reducing administrative review time.

The scope of services shall also include facilitating a set of meetings with community members, the Planning Commission, and other stakeholder or interest groups.

SCOPE OF SERVICES

Task 0: Project Management.

- Invoicing, progress reports, contract management over a 12-month period.

Task 1: Background and Existing Conditions.

- Kickoff meeting with City staff to confirm project goals, review relevant plans/standards, policy framework, neighborhood context, and potential prototypes. This task includes meeting prep/follow up and field visit.

Task 2: Public Engagement

- 2.1 Staff Meetings - Attend six (6) outreach coordination meetings with staff.
- 2.2 Content Development – Prepare draft and final content/powerpoint slides for six (6) "Engagement Events".
- 2.3 Engagement Events – Participate in two (2) Developer Roundtables, two (2) Public Meetings, and two (2) Planning Commission meetings.
 - Round 1 of Meetings: Introduction, goals, gather input to initial approach/changes.
 - Round 2 of Meetings: Present draft document for input before finalization.

Task 3: Develop Objective Design Guidelines

- 3.1 Workshop with staff to identify what will be kept, refined, or replaced in the current Residential Design Guidelines. Up to sixteen (16) meetings to review progress of Objective Design Guidelines.
- 3.2 Develop draft text sections. Submit to staff for two (2) rounds of review/comment: draft and draft final for presentation in Round 2 of meetings. Integrate images noted below under "Illustrations".
- 3.3 Illustrations – Develop 3D prototype sketches, cross-sections or collect and prepare photo examples to illustrate Objective Design Guidelines.
- 3.4 Adoption – Support to staff with adoption.
- 3.5 Package Document – Final Objective Design Guidelines.

EXHIBIT "B"

TERM

This Agreement shall commence on June 8, 2021 and shall continue until June 30, 2022, unless otherwise terminated as herein provided.

EXHIBIT "C"

COMPENSATION

Provided Consultant is not in default under this Agreement, Consultant shall be compensated as provided below.

1. **AMOUNT.** The total cost for the contract is \$139,955. The amount includes the complete scope of work described in Exhibit A. A fee matrix is outlined below.

		Cityworks Design				Subtotals by Task		Notes
		J. Padilla Architect & Planner	M. Padilla Designer & 3D Sketches	A. Padilla Planner & Designer				
	CWD Hourly Billing Rates	\$205.00	\$84.00	\$70.00	\$120.00	Hours	Fees	
0	Invoicing, progress report, contract management (assumes 12 month effort)							Lisa will be PM
		36			6			
	Task subtotals	36	0	0	6	42	\$8,100.00	
1	Kick-off meeting to confirm project goals, review relevant plans/standards, policy framework, neighborhood context, potential prototypes; meeting prep/follow-up, field visit by LP & LB.							No products produced, just bulleted discussion notes
		24	3	12	24			
	Task subtotals	24	3	12	24	63	\$8,892.00	
2.1	Staff Meetings - Attend six (6) outreach coordination meetings with staff.							
		9	0	9	9			
2.2	Content Development - Prepare draft & final content/ppt slides for six (6) meetings listed below.							No products produced, just bulleted discussion notes
		72	96	96	48			
2.3	Engagement Events - Participate in two (2) Developer Roundtables, two (2) Public Meetings, and two (2) Planning Commission meetings. Round 1: Introduction, Goals, Gather Input to initial approach/changes. Round 2: Present draft document for input before finalization.							
		24	0	6	24			
	Task subtotals	105	96	111	81	393	\$47,879.00	
3.1	Workshop with staff to identify what will be kept, refined or replaced in current GLS. Up to sixteen (16) meetings to review progress of OOG.							
		36	0	36	36			
3.2	Develop draft text sections. Submit to staff for two (2) rounds of review/comment; draft and draft final for presentation in 2nd set of meetings. Integrate images noted below.							
		60		24	60			
3.3	Illustrations - Develop 3D prototype sketches, cross-sections or collect/prep photo examples to illustrate OOG.							
		24	60	40	8			
3.4	Adoption - Support to staff with adoption (budget placeholder)							
		24	40	40	24			
3.5	Package Document - Final OOGs (budget placeholder)							
		16	16	40	24			
	Task subtotals	160	116	180	152	608	\$73,384.00	
		325	215	303	263	1106	\$137,455.00	
						Other Direct Costs	\$2,500.00	
						TOTAL FEE	\$139,955.00	

2. **METHOD OF PAYMENT.** Consultant shall provide monthly invoices to City for approval and payment. Invoices must be adequately detailed, based on accurate records, and in a form reasonably satisfactory to City. Consultant may be required to provide back-up material upon request.
3. **SCHEDULE FOR PAYMENT.** City agrees to pay Consultant within thirty (30) days of receipt of monthly invoices; provided, however, that payments by City shall not exceed \$139,955 and services are performed to the full satisfaction of the City. Consultant acknowledges that the payment of services is subject to a separate reimbursement agreement with a third party and that payment may be delayed due to delay in the City's receipt of reimbursement monies.
4. **NOTICE.** Written notices to City and Consultant shall be given by registered or certified mail, postage prepaid and addressed to or personally served on the following parties.

Consultant

Lisa Padilla dba Cityworks Design
2275 Huntington Drive, Suite 343
San Marino, CA 91108
Attn: Lisa Padilla

City

City of Redondo Beach
Planning Division
415 Diamond Street
Redondo Beach, CA 90277

All notices, including notices of address changes, provided under this Agreement are deemed received on the third day after mailing if sent by registered or certified mail. Changes in the respective address set forth above may be made from time to time by any party upon written notice to the other party.

EXHIBIT "D"

INSURANCE REQUIREMENTS FOR CONSULTANTS

Without limiting Consultant's indemnification obligations under this Agreement, Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

Minimum Scope of Insurance

Coverage shall be at least as broad as:

Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).

Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).

Workers' Compensation insurance as required by the State of California.

Employer's Liability Insurance.

Minimum Limits of Insurance

Consultant shall maintain limits no less than:

General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. The general aggregate limit shall apply separately to this project.

Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.

Employer's Liability: \$1,000,000 per accident for bodily injury or disease.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers or (2) the Consultant shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Other Insurance Provisions

The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Endorsement:

General Liability: The City, its officers, elected and appointed officials, employees, and volunteers shall be covered as insureds with respect to liability arising out of work performed by or on behalf of the Consultant. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance, or as a separate owner's policy.

Automobile Liability: The City, its officers, elected and appointed officials, employees, and volunteers shall be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Consultant.

For any claims related to this project, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, elected and appointed officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

Each insurance policy shall be endorsed to state that the inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, and the coverages afforded shall apply as though separate policies had been issued to each insured.

Each insurance policy shall be in effect prior to awarding the contract and each insurance policy or a successor policy shall be in effect for the duration of the project. The maintenance of proper insurance coverage is a material element of the contract and failure to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of contract on the Consultant's part.

Acceptability of Insurers

Insurance shall be placed with insurers with a current A.M. Best's rating of no less than A:VII and which are authorized to transact insurance business in the State of California by the Department of Insurance.

Verification of Coverage

Consultant shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on the City authorized forms provided with the contract specifications. Standard ISO forms which shall be subject to City approval and amended to conform to the City's requirements may be acceptable in lieu of City authorized forms. All certificates and endorsements shall be received and approved by the City before the contract is awarded. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting the coverage required by these specifications at any time.

Subcontractors

Consultant shall include all subcontractors as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

Risk Management

Consultant acknowledges that insurance underwriting standards and practices are subject to change, and the City reserves the right to make changes to these provisions in the reasonable discretion of its Risk Manager.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

5/10/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Risk Strategies Company
2040 Main Street, Suite 450
Irvine, CA 92614

CONTACT NAME: Risk Strategies Company
PHONE (A/C, No, Ext): 949-242-9240
E-MAIL: syoung@risk-strategies.com
ADDRESS:

FAX (A/C, No):

www.risk-strategies.com

CA DOI License No. 0F06675

INSURER(S) AFFORDING COVERAGE

NAIC #

INSURER A: Sentinel Insurance Company Ltd

11000

INSURER B: Liberty Insurance Underwriters, Inc.

19917

INSURER C: Chubb National Insurance Company

10052

INSURER D:

INSURER E:

INSURER F:

INSURED
Lisa Padilla, dba: Cityworks Design
2275 Huntington Dr., Ste #343
San Marino CA 91108

COVERAGES

CERTIFICATE NUMBER: 61605705

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:	<input checked="" type="checkbox"/>	72SBABB5126	8/31/2020	8/31/2021	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COM/OP AGG \$4,000,000
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY	<input checked="" type="checkbox"/>	72SBABB5126	8/31/2020	8/31/2021	COMBINED SINGLE LIMIT (Ea accident) \$2,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$	<input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE				EACH OCCURRENCE \$ AGGREGATE \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N N N/A	2271785177	1/11/2021	1/11/2022	<input checked="" type="checkbox"/> PER STATUTE E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
B	Professional Liability		AEXNYABNA6M002	6/1/2020	6/1/2022	Per Claim: \$2,000,000 Aggregate: \$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Projects as on file with the insured including but not limited to Objective Residential Design Guidelines. The City of Redondo Beach, its officers, elected and appointed officials, employees, and volunteers are named as additional insureds and primary/non-contributory clause applies to the general liability policy, including the non-owned and hired auto liability - see attached endorsements.

CERTIFICATE HOLDER

City of Redondo Beach
Community Development Department
415 Diamond St., Door 2
Redondo Beach CA 90277

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Michael Christian

BUSINESS LIABILITY COVERAGE FORM**2. Applicable To Medical Expenses Coverage**

We will not pay expenses for "bodily injury":

a. Any Insured

To any insured, except "volunteer workers".

b. Hired Person

To a person hired to do work for or on behalf of any insured or a tenant of any insured.

c. Injury On Normally Occupied Premises

To a person injured on that part of premises you own or rent that the person normally occupies.

d. Workers' Compensation And Similar Laws

To a person, whether or not an "employee" of any insured, if benefits for the "bodily injury" are payable or must be provided under a workers' compensation or disability benefits law or a similar law.

e. Athletics Activities

To a person injured while practicing, instructing or participating in any physical exercises or games, sports or athletic contests.

f. Products-Completed Operations Hazard

Included with the "products-completed operations hazard".

g. Business Liability Exclusions

Excluded under Business Liability Coverage.

C. WHO IS AN INSURED**1. If you are designated in the Declarations as:**

- a.** An individual, you and your spouse are insureds, but only with respect to the conduct of a business of which you are the sole owner.
- b.** A partnership or joint venture, you are an insured. Your members, your partners, and their spouses are also insureds, but only with respect to the conduct of your business.
- c.** A limited liability company, you are an insured. Your members are also insureds, but only with respect to the conduct of your business. Your managers are insureds, but only with respect to their duties as your managers.
- d.** An organization other than a partnership, joint venture or limited liability company, you are an insured. Your "executive officers" and directors are insureds, but only with respect to their duties as your officers or directors. Your stockholders are also insureds, but only with respect to their liability as stockholders.

- e.** A trust, you are an insured. Your trustees are also insureds, but only with respect to their duties as trustees.

2. Each of the following is also an insured:**a. Employees And Volunteer Workers**

Your "volunteer workers" only while performing duties related to the conduct of your business, or your "employees", other than either your "executive officers" (if you are an organization other than a partnership, joint venture or limited liability company) or your managers (if you are a limited liability company), but only for acts within the scope of their employment by you or while performing duties related to the conduct of your business.

However, none of these "employees" or "volunteer workers" are insureds for:

- (1)** "Bodily injury" or "personal and advertising injury":
 - (a)** To you, to your partners or members (if you are a partnership or joint venture), to your members (if you are a limited liability company), or to a co-"employee" while in the course of his or her employment or performing duties related to the conduct of your business, or to your other "volunteer workers" while performing duties related to the conduct of your business;
 - (b)** To the spouse, child, parent, brother or sister of that co-"employee" or that "volunteer worker" as a consequence of Paragraph **(1)(a)** above;
 - (c)** For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraphs **(1)(a)** or **(b)** above; or
 - (d)** Arising out of his or her providing or failing to provide professional health care services.

If you are not in the business of providing professional health care services, Paragraph **(d)** does not apply to any nurse, emergency medical technician or paramedic employed by you to provide such services.

(2) "Property damage" to property:

- (a)** Owned, occupied or used by,

- (b) Rented to, in the care, custody or control of, or over which physical control is being exercised for any purpose by you, any of your "employees", "volunteer workers", any partner or member (if you are a partnership or joint venture), or any member (if you are a limited liability company).

b. Real Estate Manager

Any person (other than your "employee" or "volunteer worker"), or any organization while acting as your real estate manager.

c. Temporary Custodians Of Your Property

Any person or organization having proper temporary custody of your property if you die, but only:

- (1) With respect to liability arising out of the maintenance or use of that property; and
- (2) Until your legal representative has been appointed.

d. Legal Representative If You Die

Your legal representative if you die, but only with respect to duties as such. That representative will have all your rights and duties under this insurance.

e. Unnamed Subsidiary

Any subsidiary and subsidiary thereof, of yours which is a legally incorporated entity of which you own a financial interest of more than 50% of the voting stock on the effective date of this Coverage Part.

The insurance afforded herein for any subsidiary not shown in the Declarations as a named insured does not apply to injury or damage with respect to which an insured under this insurance is also an insured under another policy or would be an insured under such policy but for its termination or upon the exhaustion of its limits of insurance.

3. Newly Acquired Or Formed Organization

Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and over which you maintain financial interest of more than 50% of the voting stock, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:

- a. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier; and

- b. Coverage under this provision does not apply to:

- (1) "Bodily injury" or "property damage" that occurred; or
- (2) "Personal and advertising injury" arising out of an offense committed before you acquired or formed the organization.

4. Operator Of Mobile Equipment

With respect to "mobile equipment" registered in your name under any motor vehicle registration law, any person is an insured while driving such equipment along a public highway with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the equipment, and only if no other insurance of any kind is available to that person or organization for this liability. However, no person or organization is an insured with respect to:

- a. "Bodily injury" to a co-"employee" of the person driving the equipment; or
- b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

5. Operator of Nonowned Watercraft

With respect to watercraft you do not own that is less than 51 feet long and is not being used to carry persons for a charge, any person is an insured while operating such watercraft with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the watercraft, and only if no other insurance of any kind is available to that person or organization for this liability.

However, no person or organization is an insured with respect to:

- a. "Bodily injury" to a co-"employee" of the person operating the watercraft; or
- b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

6. Additional Insureds When Required By Written Contract, Written Agreement Or Permit

The person(s) or organization(s) identified in Paragraphs a. through f. below are additional insureds when you have agreed, in a written

BUSINESS LIABILITY COVERAGE FORM

contract, written agreement or because of a permit issued by a state or political subdivision, that such person or organization be added as an additional insured on your policy, provided the injury or damage occurs subsequent to the execution of the contract or agreement, or the issuance of the permit.

A person or organization is an additional insured under this provision only for that period of time required by the contract, agreement or permit.

However, no such person or organization is an additional insured under this provision if such person or organization is included as an additional insured by an endorsement issued by us and made a part of this Coverage Part, including all persons or organizations added as additional insureds under the specific additional insured coverage grants in Section F. – Optional Additional Insured Coverages.

a. Vendors

Any person(s) or organization(s) (referred to below as vendor), but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

- (1) The insurance afforded to the vendor is subject to the following additional exclusions:

This insurance does not apply to:

- (a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;
- (b) Any express warranty unauthorized by you;
- (c) Any physical or chemical change in the product made intentionally by the vendor;
- (d) Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

- (e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

- (f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

- (g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

- (h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

- (i) The exceptions contained in Subparagraphs (d) or (f); or

- (ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

- (2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

b. Lessors Of Equipment

- (1) Any person or organization from whom you lease equipment; but only with respect to their liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person or organization.

- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

c. Lessors Of Land Or Premises

- (1) Any person or organization from whom you lease land or premises, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land or premises leased to you.
- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

- (a) Any "occurrence" which takes place after you cease to lease that land or be a tenant in that premises; or
- (b) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

d. Architects, Engineers Or Surveyors

- (1) Any architect, engineer, or surveyor, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- (a) In connection with your premises; or
- (b) In the performance of your ongoing operations performed by you or on your behalf.

- (2) With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services by or for you, including:

- (a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or
- (b) Supervisory, inspection, architectural or engineering activities.

e. Permits Issued By State Or Political Subdivisions

- (1) Any state or political subdivision, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.
- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:
 - (a) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or
 - (b) "Bodily injury" or "property damage" included within the "products-completed operations hazard".

f. Any Other Party

- (1) Any other person or organization who is not an insured under Paragraphs a. through e. above, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- (a) In the performance of your ongoing operations;
- (b) In connection with your premises owned by or rented to you; or
- (c) In connection with "your work" and included within the "products-completed operations hazard", but only if
 - (i) The written contract or written agreement requires you to provide such coverage to such additional insured; and
 - (ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

- (2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

"Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

BUSINESS LIABILITY COVERAGE FORM

- (a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

- (b) Supervisory, inspection, architectural or engineering activities.

The limits of insurance that apply to additional insureds are described in Section D. – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section E. – Liability And Medical Expenses General Conditions.

No person or organization is an insured with respect to the conduct of any current or past partnership, joint venture or limited liability company that is not shown as a Named Insured in the Declarations.

D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE

1. The Most We Will Pay

The Limits of Insurance shown in the Declarations and the rules below fix the most we will pay regardless of the number of:

- a. Insureds;
- b. Claims made or "suits" brought; or
- c. Persons or organizations making claims or bringing "suits".

2. Aggregate Limits

The most we will pay for:

- a. Damages because of "bodily injury" and "property damage" included in the "products-completed operations hazard" is the Products-Completed Operations Aggregate Limit shown in the Declarations.
- b. Damages because of all other "bodily injury", "property damage" or "personal and advertising injury", including medical expenses, is the General Aggregate Limit shown in the Declarations.

This General Aggregate Limit applies separately to each of your "locations" owned by or rented to you.

"Location" means premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway or right-of-way of a railroad.

This General Aggregate limit does not apply to "property damage" to premises while rented to you or temporarily occupied by you with permission of the owner, arising out of fire, lightning or explosion.

3. Each Occurrence Limit

Subject to 2.a. or 2.b. above, whichever applies, the most we will pay for the sum of all damages because of all "bodily injury", "property damage" and medical expenses arising out of any one "occurrence" is the Liability and Medical Expenses Limit shown in the Declarations.

The most we will pay for all medical expenses because of "bodily injury" sustained by any one person is the Medical Expenses Limit shown in the Declarations.

4. Personal And Advertising Injury Limit

Subject to 2.b. above, the most we will pay for the sum of all damages because of all "personal and advertising injury" sustained by any one person or organization is the Personal and Advertising Injury Limit shown in the Declarations.

5. Damage To Premises Rented To You Limit

The Damage To Premises Rented To You Limit is the most we will pay under Business Liability Coverage for damages because of "property damage" to any one premises, while rented to you, or in the case of damage by fire, lightning or explosion, while rented to you or temporarily occupied by you with permission of the owner.

In the case of damage by fire, lightning or explosion, the Damage to Premises Rented To You Limit applies to all damage proximately caused by the same event, whether such damage results from fire, lightning or explosion or any combination of these.

6. How Limits Apply To Additional Insureds

The most we will pay on behalf of a person or organization who is an additional insured under this Coverage Part is the lesser of:

- a. The limits of insurance specified in a written contract, written agreement or permit issued by a state or political subdivision; or
- b. The Limits of Insurance shown in the Declarations.

Such amount shall be a part of and not in addition to the Limits of Insurance shown in the Declarations and described in this Section.

If more than one limit of insurance under this policy and any endorsements attached thereto applies to any claim or "suit", the most we will pay under this policy and the endorsements is the single highest limit of liability of all coverages applicable to such claim or "suit". However, this paragraph does not apply to the Medical Expenses limit set forth in Paragraph 3. above.

The Limits of Insurance of this Coverage Part apply separately to each consecutive annual period and to any remaining period of less than 12 months, starting with the beginning of the policy period shown in the Declarations, unless the policy period is extended after issuance for an additional period of less than 12 months. In that case, the additional period will be deemed part of the last preceding period for purposes of determining the Limits of Insurance.

E. LIABILITY AND MEDICAL EXPENSES GENERAL CONDITIONS

1. Bankruptcy

Bankruptcy or insolvency of the insured or of the insured's estate will not relieve us of our obligations under this Coverage Part.

2. Duties In The Event Of Occurrence, Offense, Claim Or Suit

a. Notice Of Occurrence Or Offense

You or any additional insured must see to it that we are notified as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, notice should include:

- (1) How, when and where the "occurrence" or offense took place;
- (2) The names and addresses of any injured persons and witnesses; and
- (3) The nature and location of any injury or damage arising out of the "occurrence" or offense.

b. Notice Of Claim

If a claim is made or "suit" is brought against any insured, you or any additional insured must:

- (1) Immediately record the specifics of the claim or "suit" and the date received; and
- (2) Notify us as soon as practicable.

You or any additional insured must see to it that we receive a written notice of the claim or "suit" as soon as practicable.

c. Assistance And Cooperation Of The Insured

You and any other involved insured must:

- (1) Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the claim or "suit";
- (2) Authorize us to obtain records and other information;
- (3) Cooperate with us in the investigation, settlement of the claim or defense against the "suit"; and
- (4) Assist us, upon our request, in the enforcement of any right against any person or organization that may be liable to the insured because of injury or damage to which this insurance may also apply.

d. Obligations At The Insured's Own Cost

No insured will, except at that insured's own cost, voluntarily make a payment, assume any obligation, or incur any expense, other than for first aid, without our consent.

e. Additional Insured's Other Insurance

If we cover a claim or "suit" under this Coverage Part that may also be covered by other insurance available to an additional insured, such additional insured must submit such claim or "suit" to the other insurer for defense and indemnity.

However, this provision does not apply to the extent that you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance.

f. Knowledge Of An Occurrence, Offense, Claim Or Suit

Paragraphs a. and b. apply to you or to any additional insured only when such "occurrence", offense, claim or "suit" is known to:

- (1) You or any additional insured that is an individual;
- (2) Any partner, if you or an additional insured is a partnership;
- (3) Any manager, if you or an additional insured is a limited liability company;
- (4) Any "executive officer" or insurance manager, if you or an additional insured is a corporation;
- (5) Any trustee, if you or an additional insured is a trust; or
- (6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

BUSINESS LIABILITY COVERAGE FORM

This Paragraph f. applies separately to you and any additional insured.

3. Financial Responsibility Laws

- a. When this policy is certified as proof of financial responsibility for the future under the provisions of any motor vehicle financial responsibility law, the insurance provided by the policy for "bodily injury" liability and "property damage" liability will comply with the provisions of the law to the extent of the coverage and limits of insurance required by that law.
- b. With respect to "mobile equipment" to which this insurance applies, we will provide any liability, uninsured motorists, underinsured motorists, no-fault or other coverage required by any motor vehicle law. We will provide the required limits for those coverages.

4. Legal Action Against Us

No person or organization has a right under this Coverage Form:

- a. To join us as a party or otherwise bring us into a "suit" asking for damages from an insured; or
- b. To sue us on this Coverage Form unless all of its terms have been fully complied with.

A person or organization may sue us to recover on an agreed settlement or on a final judgment against an insured; but we will not be liable for damages that are not payable under the terms of this insurance or that are in excess of the applicable limit of insurance. An agreed settlement means a settlement and release of liability signed by us, the insured and the claimant or the claimant's legal representative.

5. Separation Of Insureds

Except with respect to the Limits of Insurance, and any rights or duties specifically assigned in this policy to the first Named Insured, this insurance applies:

- a. As if each Named Insured were the only Named Insured; and
- b. Separately to each insured against whom a claim is made or "suit" is brought.

6. Representations

a. When You Accept This Policy

By accepting this policy, you agree:

- (1) The statements in the Declarations are accurate and complete;
- (2) Those statements are based upon representations you made to us; and

- (3) We have issued this policy in reliance upon your representations.

b. Unintentional Failure To Disclose Hazards

If unintentionally you should fail to disclose all hazards relating to the conduct of your business at the inception date of this Coverage Part, we shall not deny any coverage under this Coverage Part because of such failure.

7. Other Insurance

If other valid and collectible insurance is available for a loss we cover under this Coverage Part, our obligations are limited as follows:

a. Primary Insurance

This insurance is primary except when b. below applies. If other insurance is also primary, we will share with all that other insurance by the method described in c. below.

b. Excess Insurance

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis:

(1) Your Work

That is Fire, Extended Coverage, Builder's Risk, Installation Risk or similar coverage for "your work";

(2) Premises Rented To You

That is fire, lightning or explosion insurance for premises rented to you or temporarily occupied by you with permission of the owner;

(3) Tenant Liability

That is insurance purchased by you to cover your liability as a tenant for "property damage" to premises rented to you or temporarily occupied by you with permission of the owner;

(4) Aircraft, Auto Or Watercraft

If the loss arises out of the maintenance or use of aircraft, "autos" or watercraft to the extent not subject to Exclusion g. of Section A. – Coverages.

(5) Property Damage To Borrowed Equipment Or Use Of Elevators

If the loss arises out of "property damage" to borrowed equipment or the use of elevators to the extent not subject to Exclusion k. of Section A. – Coverages.

(6) When You Are Added As An Additional Insured To Other Insurance

That is other insurance available to you covering liability for damages arising out of the premises or operations, or products and completed operations, for which you have been added as an additional insured by that insurance; or

(7) When You Add Others As An Additional Insured To This Insurance

That is other insurance available to an additional insured.

However, the following provisions apply to other insurance available to any person or organization who is an additional insured under this Coverage Part:

(a) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract, written agreement or permit that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in c. below.

(b) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs (a) and (b) do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty under this Coverage Part to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

- (1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and
- (2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

c. Method Of Sharing

If all the other insurance permits contribution by equal shares, we will follow this method also. Under this approach, each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

8. Transfer Of Rights Of Recovery Against Others To Us

a. Transfer Of Rights Of Recovery

If the insured has rights to recover all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them. This condition does not apply to Medical Expenses Coverage.

b. Waiver Of Rights Of Recovery (Waiver Of Subrogation)

If the insured has waived any rights of recovery against any person or organization for all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, we also waive that right, provided the insured waived their rights of recovery against such person or organization in a contract, agreement or permit that was executed prior to the injury or damage.

F. OPTIONAL ADDITIONAL INSURED COVERAGES

If listed or shown as applicable in the Declarations, one or more of the following Optional Additional Insured Coverages also apply. When any of these Optional Additional Insured Coverages apply, Paragraph 6. (Additional Insureds When Required by Written Contract, Written Agreement or Permit) of Section C., Who Is An Insured, does not apply to the person or organization shown in the Declarations. These coverages are subject to the terms and conditions applicable to Business Liability Coverage in this policy, except as provided below:

1. Additional Insured - Designated Person Or Organization

WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- a. In the performance of your ongoing operations; or
- b. In connection with your premises owned by or rented to you.

2. Additional Insured - Managers Or Lessors Of Premises

a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Designated Person Or Organization; but only with respect to liability arising out of the ownership, maintenance or use of that part of the premises leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

- (1) Any "occurrence" which takes place after you cease to be a tenant in that premises; or
- (2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

3. Additional Insured - Grantor Of Franchise

WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Grantor Of Franchise, but only with respect to their liability as grantor of franchise to you.

4. Additional Insured - Lessor Of Leased Equipment

a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Lessor of Leased Equipment, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person(s) or organization(s).

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

5. Additional Insured - Owners Or Other Interests From Whom Land Has Been Leased

a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Owners Or Other Interests From Whom Land Has Been Leased, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

- (1) Any "occurrence" that takes place after you cease to lease that land; or
- (2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

6. Additional Insured - State Or Political Subdivision - Permits

a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the state or political subdivision shown in the Declarations as an Additional

Insured – State Or Political Subdivision - Permits, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.

- b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

- (1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or
- (2) "Bodily injury" or "property damage" included in the "product-completed operations" hazard.

7. Additional Insured – Vendors

- a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) (referred to below as vendor) shown in the Declarations as an Additional Insured - Vendor, but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

- b. The insurance afforded to the vendor is subject to the following additional exclusions:

- (1) This insurance does not apply to:

- (a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

- (b) Any express warranty unauthorized by you;

- (c) Any physical or chemical change in the product made intentionally by the vendor;

- (d) Repackaging, unless unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

- (e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

- (f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

- (g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

- (h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

- (i) The exceptions contained in Subparagraphs (d) or (f); or

- (ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

- (2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

8. Additional Insured – Controlling Interest

WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Controlling Interest, but only with respect to their liability arising out of:

- a. Their financial control of you; or
- b. Premises they own, maintain or control while you lease or occupy these premises.

BUSINESS LIABILITY COVERAGE FORM

This insurance does not apply to structural alterations, new construction and demolition operations performed by or for that person or organization.

9. Additional Insured – Owners, Lessees Or Contractors – Scheduled Person Or Organization

a. WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Owner, Lessees Or Contractors, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

- (1) In the performance of your ongoing operations for the additional insured(s); or
- (2) In connection with "your work" performed for that additional insured and included within the "products-completed operations hazard", but only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

- (1) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or
- (2) Supervisory, inspection, architectural or engineering activities.

10. Additional Insured – Co-Owner Of Insured Premises

WHO IS AN INSURED under Section C. is amended to include as an additional insured the person(s) or Organization(s) shown in the Declarations as an Additional Insured – Co-Owner Of Insured Premises, but only with respect to their liability as co-owner of the premises shown in the Declarations.

The limits of insurance that apply to additional insureds are described in Section D. – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section E. – Liability And Medical Expenses General Conditions.

G. LIABILITY AND MEDICAL EXPENSES DEFINITIONS

1. "Advertisement" means the widespread public dissemination of information or images that has the purpose of inducing the sale of goods, products or services through:

- a. (1) Radio;
- (2) Television;
- (3) Billboard;
- (4) Magazine;
- (5) Newspaper;

b. The Internet, but only that part of a web site that is about goods, products or services for the purposes of inducing the sale of goods, products or services; or

c. Any other publication that is given widespread public distribution.

However, "advertisement" does not include:

- a. The design, printed material, information or images contained in, on or upon the packaging or labeling of any goods or products; or
- b. An interactive conversation between or among persons through a computer network.

2. "Advertising idea" means any idea for an "advertisement".

3. "Asbestos hazard" means an exposure or threat of exposure to the actual or alleged properties of asbestos and includes the mere presence of asbestos in any form.

4. "Auto" means a land motor vehicle, trailer or semi-trailer designed for travel on public roads, including any attached machinery or equipment. But "auto" does not include "mobile equipment".

5. "Bodily injury" means physical:

- a. Injury;
- b. Sickness; or
- c. Disease

sustained by a person and, if arising out of the above, mental anguish or death at any time.

6. "Coverage territory" means:



THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

HIRED AUTO AND NON-OWNED AUTO

This endorsement modifies insurance provided under the following:

BUSINESS LIABILITY COVERAGE FORM

This coverage is subject to all provisions in the **BUSINESS LIABILITY COVERAGE FORM** not expressly modified herein:

A. Amended Coverage:

Coverage is extended to "bodily injury" and "property damage" arising out of the use of a "hired auto" and "non-owned auto".

B. Paragraph B. EXCLUSIONS is amended as follows:

1. Exclusion **g. Aircraft, Auto or Watercraft** does not apply to a "hired auto" or a "non-owned auto".

2. Exclusion **e. Employers Liability** does not apply to "bodily injury" to domestic "employees" not entitled to workers' compensation benefits or to liability assumed by the "insured" under an "insured contract".

3. Exclusion **f. Pollution** is replaced by the following:

"Bodily injury" or "property damage" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

a. That are, or that are contained in any property that is:

- (1) Being transported or towed by, handled, or handled for movement into, onto or from, the covered "auto";
- (2) Otherwise in the course of transit by or on behalf of the "insured"; or
- (3) Being stored, disposed of, treated or processed in or upon the covered "auto".

b. Before the "pollutants" or any property in which the "pollutants" are contained are

moved from the place where they are accepted by the "insured" for movement into or onto the covered "auto"; or

c. After the "pollutants" or any property in which the "pollutants" are contained are moved from the covered "auto" to the place where they are finally delivered, disposed of or abandoned by the "insured".

Paragraph **a.** above does not apply to fuels, lubricants, fluids, exhaust gases or other similar "pollutants" that are needed for or result from the normal electrical, hydraulic or mechanical functioning of the covered "auto" or its parts, if:

- (1) The "pollutants" escape, seep, migrate, or are discharged or released directly from an "auto" part designed by its manufacturer to hold, store, receive, or dispose of such "pollutants"; and
- (2) The "bodily injury" and "property damage" does not arise out of the operation of any equipment listed in paragraphs **15.b.** and **15.c.** of the definition of "mobile equipment".

Paragraphs **b.** and **c.** above do not apply to "accidents" that occur away from premises owned by or rented to an "insured" with respect to "pollutants" not in or upon a covered "auto" if:

- (1) The "pollutants" or any property in which the "pollutants" are contained are upset, overturned or damaged as a result of the maintenance or use of a covered "auto"; and

- (2) The discharge, dispersal, seepage, migration, release or escape of the "pollutants" is caused directly by such upset, overturn or damage as a result of the maintenance or use of a covered "auto".
- 4. With respect to this coverage, the following additional exclusions apply:
 - a. **Fellow employee**
Coverage does not apply to "bodily injury" to any fellow "employee" of the "insured" arising out of the operation of an "auto" owned by the "insured" in the course of the fellow "employee's" employment.
 - b. **Care, custody or control**
Coverage does not apply to "property damage" involving property owned or transported by the "insured" or in the "insured's" care, custody or control.
- C. With respect to "hired auto" and "non-owned auto" coverage, Paragraph C. **WHO IS AN INSURED** is deleted and replaced by the following:
The following are "insureds":
 - a. You.
 - b. Your "employee" while using with your permission:
 - (1) An "auto" you hire or borrow; or
 - (2) An "auto" you don't own, hire or borrow in your business or personal affairs; or
 - (3) An "auto" hired or rented by your "employee" on your behalf and at your direction.
 - c. Anyone else while using a "hired auto" or "non-owned auto" with your permission except:
 - (1) The owner or anyone else from whom you hire or borrow an "auto".
 - (2) Someone using an auto while he or she is working in a business of selling, servicing, repairing, parking or storing "autos" unless that business is yours.
 - (3) Anyone other than your "employees", partners (if you are a partnership), members (if you are a limited liability company), or a lessee or borrower or any of their "employees", while moving property to or from an "auto".
 - (4) A partner (if you are a partnership), or a member (if you are a limited liability

company) for an "auto" owned by him or her or a member of his or her household.

- d. Anyone liable for the conduct of an "insured" described above but only to the extent of that liability.

- D. With respect to the operation of a "hired auto" and "non-owned auto", the following additional conditions apply:

1. OTHER INSURANCE

- a. Except for any liability assumed under an "insured contract" the insurance provided by this Coverage Form is excess over any other collectible insurance.

However, if your business is the selling, servicing, repairing, parking or storage of "autos", the insurance provided by this endorsement is primary when covered "bodily injury" or "property damage" arises out of the operation of a customer's "auto" by you or your "employee".

- b. When this Coverage Form and any other Coverage Form or policy covers on the same basis, either excess or primary, we will pay only our share. Our share is the proportion that the Limit of Insurance of our Coverage Form bears to the total of the limits of all the Coverage Forms and policies covering on the same basis.

2. TWO OR MORE COVERAGE FORMS OR POLICIES ISSUED BY US

If the Coverage Form and any other Coverage Form or policy issued to you by us or any company affiliated with us apply to the same "accident", the aggregate maximum Limit of Insurance under all the Coverage Forms or policies shall not exceed the highest applicable Limit of Insurance under any one Coverage Form or policy. This condition does not apply to any Coverage Form or policy issued by us or an affiliated company specifically to apply as excess insurance over this Coverage Form.

- E. The following definitions are added:

G. LIABILITY AND MEDICAL EXPENSES DEFINITIONS:

- 1. "Hired auto" means any "auto" you lease, hire, rent or borrow. This does not include any auto you lease, hire, rent or borrow from any of your "employees", your partners (if you are a partnership), members (if you are a limited liability company),

or your "executive officers" or members of their households.

This does not include a long-term leased "auto" that you insure as an owned "auto" under any other auto liability insurance policy or a temporary substitute for an "auto" you own that is out of service because of its breakdown, repair, servicing or destruction.

2. "Non-owned auto " means any "auto" you do not own, lease, hire, rent or borrow which is used in connection with your business. This includes:
 - a. "Autos" owned by your "employees" your partners (if you are a partnership), members (if you are a limited liability company), or your "executive officers", or members of their households, but only while used in your business or your personal affairs.
 - b. Customer's "auto" that is in your care, custody or control for service.



Administrative Report

M.2., File # 21-2601

Meeting Date: 6/8/2021

To: MAYOR AND CITY COUNCIL
From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON AGREEMENT FOR CONSULTING SERVICES BETWEEN THE CITY OF REDONDO BEACH AND LISA PADILLA DBA CITYWORKS DESIGN FOR PREPARATION OF OBJECTIVE RESIDENTIAL DESIGN GUIDELINES

APPROVE CONSULTING SERVICES AGREEMENT WITH LISA PADILLA DBA CITYWORKS DESIGN FOR PREPARATION OF OBJECTIVE RESIDENTIAL DESIGN GUIDELINES IN AN AMOUNT NOT TO EXCEED \$139,955 TO BE REIMBURSED THROUGH SB2 GRANT FUNDS FOR THE TERM OF JUNE 8, 2021 THROUGH JUNE 30, 2022

EXECUTIVE SUMMARY

City Council set a Strategic Planning item to update the Residential Design Guidelines. To fund this work, the City included the scope in the Department of Housing and Community Development (HCD) SB2 Grant application, authorized by City Council on October 15, 2019. The grant was awarded and HCD initiated the grant agreement in June 2020.

Staff prepared the scope of work and issued a Request for Proposals (RFP) for this work at the beginning of February 2020. The RFP was distributed to over a dozen design consulting firms, with a submittal deadline of March 12, 2021. The City did not receive any responses as of the submittal deadline.

Staff contacted multiple consulting firms to determine the reasoning for no responses. Many of the firms were preparing Housing Elements which all have the same deadline, thus an excessive workload was the reasoning. And since, the SB2 Grant has a set completion deadline, the consultants were unable to commit to preparing the residential design guidelines.

Since the City did proceed with an RFP process, albeit with no successful responses, staff was able to then negotiate a contract with the firm Lisa Padilla DBA Cityworks. Design. Although Cityworks Design does not prepare Housing Elements, and therefore did not have related workload time constraints, they had not initially submitted a proposed at the time the RFP was issued, since the increased pandemic restrictions still in place at the time of the RFP deadline had created uncertainty on some of their other projects. However, once the restrictions started lifting, Cityworks Design was able to have more certainty in the timing of their other projects and were able to submit a proposal. This firm has the expertise and significant relevant work experience.

This consulting services agreement to prepare Objective Residential Design Guidelines is for an amount not to exceed \$139,955 for the term of June 8, 2021 through June 30, 2022.

BACKGROUND

In 2019, the City Council set a Strategic Planning item to update the Residential Design Guidelines. To fund this work, the City included the scope in the SB2 Grant application, authorized by City Council on October 15, 2019.

The City received notice of grant award from HCD and the grant agreement was fully executed on June 12, 2020, with ability to proceed. After the grant was executed, staff awaited clarification on procurement process from HCD. Once confirmation of procurement was received in late August 2020, where the City could utilize its own procurement policies, staff obtained scopes of work from similar projects in other municipalities and prepared the Request for Proposals (RFP).

Unfortunately, at the time the City was ready to issue the RFP, restrictions were put in place due to increased COVID-19 cases and hospitalizations leading into the holiday season, and there was concern that there would be difficulty reaching various consulting firms with changing schedules/offices closing. Therefore, staff issued a Request for Proposals (RFP) for this work at the beginning of February 2020, as the revised COVID-19 surge response orders started lifting restrictions and normalizing operations. The RFP was distributed to over a dozen design consulting firms, with a submittal deadline of March 12, 2021. The City did not receive any responses as of the submittal deadline.

Staff contacted multiple consulting firms to determine the reasoning for no responses. Of those who responded, many of the firms were preparing Housing Elements which all have the same deadline, thus an excessive workload was the reasoning. And since, the SB2 Grant has a set completion deadline, those consultants working on Housing Elements confirmed that they were unable to commit to preparing the residential design guidelines per the timing in the RFP.

Since the City did proceed with an RFP process, albeit with no successful responses, staff was able to then negotiate a contract with the firm Lisa Padilla DBA Cityworks. Design. Although Cityworks Design does not prepare Housing Elements, and therefore did not have related workload time constraints, they had not initially submitted a proposed at the time the RFP was issued, since the increased pandemic restrictions still in place at the time of the RFP deadline had created uncertainty on some of their other projects. However, once the restrictions lifted, Cityworks Design was able to have more certainty in the timing of their other projects and were able to submit a proposal.

The proposal for this firm demonstrated the expertise and significant relevant past work samples. The proposal is within the SB2 Grant funding amount for the task of preparing the Objective Residential Design Guidelines. This consulting services agreement to prepare Objective Residential Design Guidelines is for an amount not to exceed \$139,955 for the term of June 8, 2021 through June 30, 2022.

COORDINATION

The agreement has been coordinated with the City Manager's Office and the City Attorney's Office.

FISCAL IMPACT

The cost for the contract is \$139,955, and will be funded through the SB2 Grant Funds awarded by the California Department of Housing and Community Development.

APPROVED BY:

Joe Hoefgen, City Manager

ATTACHMENTS

- Agreement for Consulting Services with Cityworks Design for Objective Residential Design Guidelines
- Cityworks Design Residential Design Guidelines Proposal April 23, 2021



Administrative Report

H.8., File # 22-4213

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

APPROVE AN AMENDMENT TO THE AGREEMENT WITH HDL COREN & CONE TO ADD CONSULTING SERVICES TO ASSIST WITH THE CITY'S PREPARATION OF A CANNABIS ORDINANCE, TAX MEASURE, AND PERMIT SELECTION PROCESS FOR AN AMOUNT OF \$37,250 DURING THE CURRENT TERM OF THE EXISTING AGREEMENT THROUGH AUGUST 16, 2026

EXECUTIVE SUMMARY

The City of Redondo Beach has prepared a draft ordinance regulating commercial cannabis. Per City Council direction, the Planning Commission reviewed the draft cannabis ordinance at a public hearing held on March 3, 2022. The Planning Commission provided several recommendations at the hearing including that the City engage a consultant with experience evaluating the cannabis industry to help review the City's ordinances.

On May 10, 2022 the City Council considered the Planning Commission recommendations and provided direction to staff on the final preparation of ordinances. The Council as part of that direction asked staff to prepare an agreement with HdL to review the City's draft cannabis regulatory ordinances and provide any suggestions for improvement, develop a draft cannabis tax ordinance for City Council consideration, assist in the establishment of an application process for future cannabis permits, and provide support at public meetings as subject matter experts.

Staff has conducted research on HdL's history and background and determined that their expertise in municipal cannabis policy has been well-received by other local agencies who have utilized their services. HdL Coren & Cone provide property and sales tax advice to the City through an existing agreement. Recommended is approval of an amendment to that agreement for an amount of \$37,250 to complete the above scope of work.

BACKGROUND

California's history of cannabis law spans nearly 25 years. The Medical Marijuana Regulation and Safety Act became effective January 2016. In response, Redondo Beach adopted an ordinance for local regulations regarding medical marijuana. Proposition 64 regarding the Adult Use of Marijuana Act was approved in November 2016. Redondo Beach adopted Ordinances to regulate the personal use and cultivation of cannabis, as well as restrict commercial cannabis activities in the City. This was an interim measure to prohibit cannabis businesses until the City could better evaluate what types of businesses and what regulations to put in place.

In 2018 Council developed a Strategic Planning Objective that made way for a Cannabis Steering Committee to evaluate best practices, research potential regulations and report back to the City Council. The Cannabis Steering Committee diligently reviewed options and concluded with recommendations to City Council at the October 5, 2021 meeting that prioritize public health and safety, consider a wealth of challenges experienced by other jurisdictions, and mitigate/limit potential liabilities against the City implementing a local ordinance. The Steering Committee found that the most responsible approach to local regulations address the immediate concerns and needs of the community, allow the greatest flexibility and local control in regulating, and are only expanded after success in the initial implementation.

City Council considered the Steering Committee recommendations at their October 5, 2021 meeting and directed staff to prepare ordinances in line with those recommendations. At the January 18, 2021 meeting, Council finalized the parameters to be evaluated and established the buffers to be included in the ordinance.

Staff prepared the ordinances and presented those at a public hearing of the Planning Commission on March 3, 2022. The Planning Commission made recommendations, which City Council reviewed and considered at the May 5, 2022 meeting.

After considering the Cannabis Steering Committee background, City Council direction, and the ordinances themselves, the Planning Commission did provide several recommendations in their resolution. One of the Planning Commission recommendations was to “Consider engaging a thoroughly vetted and referenced consultant with experience evaluating the cannabis industry to evaluate the ordinance in its entirety.”

The City has an existing contract with HdL, a firm with expertise in cannabis regulatory framework. That agreement could be expanded to include these types of services for the City to move forward quickly in finalizing the ordinances and preparing a tax ordinance related to cannabis. Staff discussed various services with HdL, including:

- Review of cannabis ordinances
- Preparation of tax ordinance/initiative
- Comparatively analyze ordinances and the separate initiative
- Develop solicitation and selection procedures
- Incorporate cost recovery in process to fund the potential services

At the May 10, 2022 meeting, City Council provided direction to engage HdL on their proposed scope of work to include the following:

- Objective 1: Review the City’s Draft Cannabis Regulatory Ordinance
- Objective 2: Develop Draft Cannabis Tax Ordinance
- Objective 3: Application Process Development
- Objective 4: Cost Recovery Fee Analysis
- Objective 5: Attendance, Support or Presentations at Meetings or Workshops
- Objective 6: Technical Assistance and Subject Matter Expertise

At the request of City Council, staff has conducted extensive research on HdL's history and background and determined that their expertise on the subject matter has been well-received by other municipalities for similar services (see attached proposal and letter). HdL has worked with over 175 cities and counties on cannabis policies and revenue strategies. In the last seven years alone, HdL has prepared or assisted in the development of 84 out of the 121 cannabis measures in California. They are also currently working on cannabis tax measures for four (4) counties and seven (7) cities including Los Angeles County and the City of El Segundo. HdL works solely with public agencies and has no private sector clients in the cannabis industry.

For Council's consideration is the approval of the amendment to the existing contract with HdL Coren & Cone for an additional amount of \$37,250 to include the aforementioned scope of work.

COORDINATION

The contract amendment has been coordinated with the City Attorney's Office and the City Manager's Office.

FISCAL IMPACT

Funding for the cost of the additional services is initially available in the annual operating budget for Finance contracts and professional services. It is anticipated that a majority of the expenses will be reimbursed through future cannabis permit processing fees.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

First Amendment to contract with HdL
Proposal HdL Cannabis Management Services
Letter from HdL Regarding Fairfield Contract
Original Contract HdL



Administrative Report

H.8., File # 22-4213

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

APPROVE AN AMENDMENT TO THE AGREEMENT WITH HDL COREN & CONE TO ADD CONSULTING SERVICES TO ASSIST WITH THE CITY'S PREPARATION OF A CANNABIS ORDINANCE, TAX MEASURE, AND PERMIT SELECTION PROCESS FOR AN AMOUNT OF \$37,250 DURING THE CURRENT TERM OF THE EXISTING AGREEMENT THROUGH AUGUST 16, 2026

EXECUTIVE SUMMARY

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BACKGROUND

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- Preparation of tax ordinance/initiative
- Comparatively analyze ordinances and the separate initiative
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- Incorporate cost recovery in process to fund the potential services

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- Objective 6: Technical Assistance and Subject Matter Expertise

At the request of City Council, staff has conducted extensive research on HdL's history and background and determined that their expertise on the subject matter has been well-received by other municipalities for similar services (see attached proposal and letter). HdL has worked with over 175 cities and counties on cannabis policies and revenue strategies. In the last seven years alone, HdL has prepared or assisted in the development of 84 out of the 121 cannabis measures in California. They are also currently working on cannabis tax measures for four (4) counties and seven (7) cities including Los Angeles County and the City of El Segundo. HdL works solely with public agencies and has no private sector clients in the cannabis industry.

For Council's consideration is the approval of the amendment to the existing contract with HdL Coren & Cone for an additional amount of \$37,250 to include the aforementioned scope of work.

COORDINATION

The contract amendment has been coordinated with the City Attorney's Office and the City Manager's Office.

FISCAL IMPACT

Funding for the cost of the additional services is initially available in the annual operating budget for Finance contracts and professional services. It is anticipated that a majority of the expenses will be reimbursed through future cannabis permit processing fees.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

First Amendment to contract with HdL
Proposal HdL Cannabis Management Services
Letter from HdL Regarding Fairfield Contract
Original Contract HdL

**FIRST AMENDMENT TO AGREEMENT FOR CONSULTING SERVICES
BETWEEN THE CITY OF REDONDO BEACH
AND HDL COREN & CONE**

THIS AGREEMENT FOR CONSULTING SERVICES (this "Agreement") is made between the City of Redondo Beach, a Chartered Municipal Corporation ("City") and HDL Coren & Cone, a California corporation ("Consultant" or "Contractor").

RECITALS

- A. City and Consultant (hereinafter, the "Parties") originally entered into the current Agreement for Consulting Services on August 17, 2021 (the "Agreement").
- B. The Parties wish to add particular services to this Agreement regarding cannabis policy.
- C. Additionally, the parties desire to increase Consultant's total compensation commensurate with the expanded scope of work.
- D. Therefore, the Parties wish to enter into this First Amendment.

NOW, THEREFORE, the parties hereby agree as follows:

- 1. Exhibit "A" "Project Description and/or Scope of Services" shall be amended to add the following provisions as Section I (D) and shall read as follows:

"D. Cannabis Consulting Services

Objective 1: Review the City's Draft Cannabis Regulatory Ordinance

HdL shall review the City's draft commercial cannabis regulatory ordinance to ensure that it is consistent with State laws and reflects industry best practices. HdL will work with City staff to identify local concerns and priorities, including land use issues and sensitive uses, and to ensure the ordinance includes appropriate regulatory processes and mitigations as necessary to protect the health, safety and welfare of the community. HdL's review will also ensure the ordinance allows the City to specify the number and types of businesses to be permitted, application and renewal procedures, location requirements, site security measures, inspections and enforcement protocols, operational procedures, and other requirements specific to each allowable type of cannabis business.

Objective 1 to be completed by December 31, 2022.

Objective 2: Develop Draft Cannabis Tax Ordinance

HdL shall develop a draft commercial cannabis tax ordinance to generate City revenues from licensed cannabis businesses. The ordinance will set maximum tax rates for each type of cannabis business permitted by the City and will allow the City

Council to set the rates as desired up to the maximum rate. The ordinance shall also specify the schedule and procedures for remitting taxes and shall allow the City to conduct audits of cannabis businesses to ensure they are reporting and remitting the proper amounts.

HdL shall also provide the ballot resolution as necessary to place the tax measure on the March 2023 ballot and shall provide revenue projections as required for the ballot statement.

Objective 3: Application Process Development

HdL shall design an application process that includes review, scoring, ranking, interviews and assistance with final selection of cannabis business permittees. The process shall be tailored to provide merit-based ranking or a lottery where appropriate or required for awarding a specified number of permits and to provide a quality assurance standard for those business types where there is no such limit. The process shall include evaluation criteria consistent with state law and the City's ordinance, to ensure that applicants have addressed all requirements before being allowed to move forward to the permitting process. Our process can be designed to accommodate a variety of final selection methods:

- First come / first served: Applications will be reviewed and scored in the order they are received. All applications scoring above a minimum baseline will be allowed to move forward to the permitting process, until the maximum number of permits available has been reached.
- Lottery: All applications scoring above a minimum baseline will be entered into a drawing from which applications will be selected at random, consistent with the number of permits available. Those applications selected will be allowed to move forward to the permitting process.
- Merit based: All applicants will be ranked according to their score. The top-ranked applicants will be recommended to move forward to the permitting process, consistent with the number of permits available.

HdL will advise the City on the most appropriate process for its needs, depending upon the number of permits available and the anticipated number of applicants. HdL shall provide all necessary application forms, as well as procedures, guidelines, indemnification forms, background information releases, and other required documents and shall ensure that all information desired by the City is incorporated into the cannabis business application form and procedures.

Objective 3 to be completed by June 30, 2023.

Objective 4: Cost Recovery Fee Analysis

HdL will conduct a fiscal analysis to determine appropriate application and permitting fees. The analysis shall consider the costs of all City staff time, overhead, fringe

benefits, consultants and any other services associated with each step of the cannabis permitting and regulatory process, including both initial application processing and annual permit renewals. HdL staff has experience developing cannabis regulatory fees and doing a “fit gap” analysis of staff responsibilities and time allotted to this program to establish appropriate fees for the City’s level of oversight and enforcement of the regulatory process.

Objective 4 to be completed by June 30, 2023.

Objective 5: Attendance, Support or Presentations at Meetings or Workshops

HdL shall provide attendance or presentations at up to 3 meetings of the City Council to help inform discussion and development of the City’s cannabis reprogram. It is anticipated that these meetings may include presentation and discussion of the ballot measure impact analysis, the first reading of the draft cannabis regulatory and tax ordinances, discussion of cost recovery fees or application processes or other purposes as desired by the City.

The use and scheduling of these meetings would be determined in consultation with City staff. *This objective assumes that all meeting attendance would be virtual. Physical attendance would incur an additional travel charge.*

Objective 5 to be completed by June 30, 2023

Objective 6: Technical Assistance and Subject Matter Expertise

HdL will provide up to 20 hours of general consulting to be utilized on an as-needed basis at the City’s request. Such assistance may include technical assistance, subject matter expertise, education, monitoring of changes to State laws and regulations, participation in conference calls, responding to staff inquiries via phone and email, reviewing staff reports to the City Council, assisting with responses to inquiries from the public, or other issues yet to be determined as requested by the City.

Drafts and Final Work Products

All work products assume one initial draft for review and comment, one iterative draft to incorporate any desired changes, and one final draft for presentation or publication. *Additional drafts requested by the client may result in additional charges at HdL’s hourly rate.”*

2. The Agreement shall be amended to add Exhibit “C-1” which contains the payment provisions related to the additional services and that section shall read as follows:

“

EXHIBIT “C-1”

COMPENSATION ASSOCIATED WITH EXHIBIT “A”, Section I (D).

1. **AMOUNT** The total cost for Section I D. of the amended contract is \$37,250. The amount includes the complete scope of work described in Exhibit A as follows:

2.

Scope of Service Objectives	Cost
Objective 1: Review The City's Draft Cannabis Regulatory Ordinance	\$7,500
Objective 2: Develop Draft Cannabis Tax Ordinance	\$7,500
Objective 3: Application Process Development	\$3,750
Objective 4: Cost Recovery Fee Analysis For initial application and permitting process	\$7,500
Objective 5: Attendance or Presentations at Meetings or Workshops <i>Assumes 3 remote meetings at \$2,000 each</i>	\$6,000
Objective 6: Technical Assistance and Subject Matter Expertise <i>Assumes 20 hours at \$250/hour</i>	\$5,000
Total Not to Exceed	\$37,250

3. **METHOD OF PAYMENT** Consultant shall provide monthly invoices to City for approval and payment. Invoices must be adequately detailed, based on accurate records, and in a form reasonably satisfactory to City. Consultant may be required to provide back-up material upon request.
4. **SCHEDULE FOR PAYMENT** City agrees to pay Consultant within thirty (30) days of receipt of monthly invoices; provided, however, that payments by City shall not exceed \$37,250 for services related to Section I D. of the amended contract and services are performed to the full satisfaction of the City. Consultant acknowledges that the payment of services is subject to a separate reimbursement agreement with a third party and that payment may be delayed due to delay in the City's receipt of reimbursement monies.
5. **NOTICE** Written notices to City and Consultant shall be given by registered or certified mail, postage prepaid and addressed to or personally served on the following parties.

Consultant

HdL Companies
120 S. State College Blvd. Suite 200
Brea, CA 92821
Attn: David McPherson

City

City of Redondo Beach
Planning Division
415 Diamond Street
Redondo Beach, CA 90277

All notices, including notices of address changes, provided under this Agreement are deemed received on the third day after mailing if sent by registered or certified mail. Changes in the respective address set forth above may be made from time to time by any party upon written notice to the other party."

3. **NO OTHER AMENDMENTS.** Except as expressly stated herein, the Agreement shall remain unchanged and in full force and effect. The Agreement and this First Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement, and this First Amendment, the terms of this First Amendment shall prevail.

SIGNATURES FOLLOW ON NEXT PAGE

IN WITNESS WHEREOF, the parties have executed this Agreement in Redondo Beach, California, as of this 14th day of June, 2022.

CITY OF REDONDO BEACH

HDL Coren & Cone

William C. Brand, Mayor

By: _____
Name: _____
Title: _____

ATTEST:

Eleanor Manzano, City Clerk

APPROVED:

Diane Strickfaden, Risk Manager

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

City of Redondo Beach

Cannabis Management Services

May 12, 2022

HdL  Companies

SUBMITTED BY

HdL Companies
120 S. State College Blvd., Ste 200
Brea, CA 92821
hdlcompanies.com

CONTACT

David McPherson
T: 714.879.5000
E: dmcpherson@hdlcompanies.com

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I. COVER LETTER

May 12, 2022

Mike Witzansky
City Manager
City of Redondo Beach
415 Diamond Street
Redondo Beach CA 90277

Re: Proposal for Cannabis Monitoring and Compliance Services

Dear Mr. Witzansky,

Thank you for the opportunity to submit this proposal for cannabis management services for the City of Redondo Beach. The enclosed scope of services provides for HdL to review the City's draft cannabis ordinance, provide a draft cannabis tax ordinance and ballot measure, develop an application process and cost recovery fees, provide attendance or presentations at up to 3 City Council meetings, and additional hours of general consulting as needed or requested by the City.

HdL is recognized as the industry leader in the development, implementation and enforcement of cannabis management programs for local governments in California. We have partnered with over 175 California cities and counties on cannabis-related programs, including ordinance development and review, community outreach and education, merit-based application and permitting processes, cost recovery studies, compliance inspections, financial audits, fiscal analyses and law enforcement training.

Our cannabis team has unmatched expertise, with more than 65 years' combined experience in the development, implementation and enforcement of cannabis regulatory and tax programs. Our team members have conducted over 18,000 cannabis compliance inspections and financial audits in California, Colorado and Nevada, and have reviewed, scored and processed over 3,500 cannabis business applications in the last six years in California. HdL Companies works solely with public agencies and has no private-sector clients in the cannabis industry.

We look forward to the opportunity to partner with the City of Redondo Beach in developing a strategy which meets your program needs. If you have any questions or require additional information, please feel free to contact me by email at anickerson@hdlcompanies.com or David McPherson at dmcpherson@hdlcompanies.com or by phone at 714.879.5000.

Sincerely,



Andy Nickerson
President, HdL Companies

II. PROPOSED SCOPE OF SERVICES

The City of Redondo Beach currently prohibits the establishment of commercial cannabis businesses. Over the past year, the City has conducted community outreach to determine the amount of support for removing this prohibition and for allowing cannabis businesses within the City limits. Based on this community input, the City has been developing a draft ordinance that would allow a specified number of cannabis businesses with specific provisions for zoning, distance from sensitive uses, and other regulatory requirements.

At the same time, an industry-backed citizen's group has circulated and ballot measure that would allow and regulate cannabis businesses under different provisions. The measure has gathered the necessary number of signatures and will be placed on the ballot in March of 2023 for consideration by the voters.

The City is requesting that HdL Companies provide a proposal to assist with analysis of the citizens' initiative and development of the City's draft ordinance and regulatory program. The specific services being requested include all of the following:

- Review the City's draft cannabis regulatory ordinance and provide recommendations for revisions as necessary.
- Review the citizens' initiative and provide a report analyzing the potential regulatory and fiscal impacts and comparing and contrasting the initiative with the City's draft ordinance.
- Prepare a cannabis tax measure to be placed on the ballot in March of 2023.
- Develop an application review and selection process for cannabis business applicants.
- Conduct a cost-recovery fee analysis for the initial application and permitting process.
- Provide attendance and presentations at up to 3 meetings of the City Council.
- Provide additional hours of general subject matter expertise to be used as needed.

To expedite these services, it is anticipated that any agreement pursuant to this proposal would be processed as an amendment to the existing agreement between the City and HdL for other non-cannabis services.

The service objectives are described in greater detail below.

Objective 1: Review the City's Draft Cannabis Regulatory Ordinance

HdL shall review the City's draft commercial cannabis regulatory ordinance to ensure that it is consistent with State laws and reflects industry best practices. HdL will work with City staff to identify local concerns and priorities, including land use issues and sensitive uses, and to ensure the ordinance includes appropriate regulatory processes and mitigations as necessary to protect the health, safety and welfare of the community. HdL's review will also ensure the ordinance allows the City to specify the number and types of businesses to be permitted, application and renewal procedures, location requirements, site security measures, inspections and enforcement protocols, operational procedures, and other requirements specific to each allowable type of cannabis business.

Objective 2: Develop Draft Cannabis Tax Ordinance

HdL shall develop a draft commercial cannabis tax ordinance to generate City revenues from licensed cannabis businesses. The ordinance will set maximum tax rates for each type of cannabis business permitted by the City and will allow the City Council to set the rates as desired up to the maximum rate. The ordinance shall also specify the schedule and procedures for remitting taxes and shall allow the City to conduct audits of cannabis businesses to ensure they are reporting and remitting the proper amounts.

HdL shall also provide the ballot resolution as necessary to place the tax measure on the March 2023 ballot and shall provide revenue projections as required for the ballot statement.

Objective 3: Application Process Development

HdL shall design an application process that includes review, scoring, ranking, interviews and assistance with final selection of cannabis business permittees. The process shall be tailored to provide merit-based ranking or a lottery where appropriate or required for awarding a specified number of permits and to provide a quality assurance standard for those business types where there is no such limit. The process shall include evaluation criteria consistent with state law and the City's ordinance, to ensure that applicants have addressed all requirements before being allowed to move forward to the permitting process. Our process can be designed to accommodate a variety of final selection methods:

- First come / first served: Applications will be reviewed and scored in the order they are received. All applications scoring above a minimum baseline will be allowed to move forward to the permitting process, until the maximum number of permits available has been reached.
- Lottery: All applications scoring above a minimum baseline will be entered into a drawing from which applications will be selected at random, consistent with the number of permits available. Those applications selected will be allowed to move forward to the permitting process.
- Merit based: All applicants will be ranked according to their score. The top-ranked applicants will be recommended to move forward to the permitting process, consistent with the number of permits available.

HdL will advise the City on the most appropriate process for its needs, depending upon the number of permits available and the anticipated number of applicants. HdL shall provide all necessary application forms, as well as procedures, guidelines, indemnification forms, background information releases, and other required documents and shall ensure that all information desired by the City is incorporated into the cannabis business application form and procedures.

Objective 4: Cost Recovery Fee Analysis

HdL will conduct a fiscal analysis to determine appropriate application and permitting fees. The analysis shall consider the costs of all City staff time, overhead, fringe benefits, consultants and

any other services associated with each step of the cannabis permitting and regulatory process, including both initial application processing and annual permit renewals. HdL staff has experience developing cannabis regulatory fees and doing a “fit gap” analysis of staff responsibilities and time allotted to this program to establish appropriate fees for the City’s level of oversight and enforcement of the regulatory process.

Objective 5: Attendance, Support or Presentations at Meetings or Workshops

HdL shall provide attendance or presentations at up to 3 meetings of the City Council to help inform discussion and development of the City’s cannabis reprogram. It is anticipated that these meetings may include presentation and discussion of the ballot measure impact analysis, the first reading of the draft cannabis regulatory and tax ordinances, discussion of cost recovery fees or application processes or other purposes as desired by the City.

The use and scheduling of these meetings would be determined in consultation with City staff. This objective assumes that all meeting attendance would be virtual. Physical attendance would incur an additional travel charge.

Objective 6: Technical Assistance and Subject Matter Expertise

HdL will provide up to 20 hours of general consulting to be utilized on an as-needed basis at the City’s request. Such assistance may include technical assistance, subject matter expertise, education, monitoring of changes to State laws and regulations, participation in conference calls, responding to staff inquiries via phone and email, reviewing staff reports to the City Council, assisting with responses to inquiries from the public, or other issues yet to be determined as requested by the City.

III. COST

The proposed services are broken down into specific line items in the cost table below. This proposal does not include any additional items that are not contemplated by this scope of services. Any additional services requested by the City will be billed at HdL's hourly rate.

Prices are valid for 90 days from the date of this proposal to allow time for consideration and negotiating a service agreement. Once under contract, prices shall be honored for the first full year, with successive years subject to an annual increase based upon the Consumer Price Index for the Los Angeles-Long Beach-Anaheim region.

Scope of Service Objectives	Estimated Cost
Objective 1: Review the City's Draft Cannabis Regulatory Ordinance	\$7,500
Objective 2: Develop Draft Cannabis Tax Ordinance	\$7,500
Objective 3: Application Process Development	\$3,750
Objective 4: Cost Recovery Fee Analysis For initial application and permitting process	\$7,500
Objective 5: Attendance or Presentations at Meetings or Workshops Assumes 3 remote meetings @ \$2,000 each	\$6,000
Objective 6: Technical Assistance and Subject Matter Expertise Assumes 20 hours at \$250/hour	\$5,000
Travel (if and as needed for meeting attendance)	\$300 per day
TOTAL NOT TO EXCEED	\$37,250
All City costs other than Objective 2 may be fully recoverable from applicants or permittees	

Drafts and Final Work Products

All work products assume one initial draft for review and comment, one iterative draft to incorporate any desired changes, and one final draft for presentation or publication. Additional drafts requested by the client may result in additional charges at HdL's hourly rate.

IV. OPTIONAL SERVICES

Application Reviews, Merit-Based Ranking and Interviews

HdL staff will conduct an initial screening of all applications for completeness based upon an objective checklist of required documentation. This initial screening shall allow for some limited discretion in determining whether submitted documents are substantively complete but shall not otherwise consider the quality of the submissions. Applications deemed incomplete will be disqualified and those applicants will not be allowed to submit any supplemental information.

Applications which have been deemed complete will move forward for a full review, including scoring and merit-based ranking. Applicants must provide detailed information on how they plan to meet the required criteria. An applicant's point score shall be based on their demonstrated ability to meet or exceed minimum requirements in each category. Scoring shall be in conformance with the Scoring Rubric included as Attachment A to this proposal.

Reviews shall include narrative comments that identify both strengths and weaknesses of each application as well as any deficiencies or areas of concern. Reviews shall be adequately detailed to inform the subsequent interview process but shall not contain any recommendations for approval or denial, other than a numerical score.

Proposed actions described in the applications shall be considered binding conditions of any resulting permit. Failure to meet or comply with any such requirements after a permit has been granted may subject the applicant to penalties and/or revocation proceedings.

HdL will design and conduct an interview panel for all applicants that receive passing scores. The interview panel shall consist of designated City staff, assisted by a subject-matter expert from HdL serving as facilitator. Interviews shall be one hour long, with a half hour between to allow for reaction, discussion and note taking by the panel. Interviews shall be scheduled for successive days, where possible, with 5 interviews per day.

Supplemental Background Checks

HdL can provide background checks of all owners, principals, managers and employees of cannabis businesses. Our background checks supplement the State-required Live Scan fingerprint check, which will only disclose Department of Justice (DOJ) records regarding arrests or convictions. California's licensing agencies are only allowed to consider convictions for certain "red line" offenses such as serious or violent felonies, or certain felonies involving fraud, minors or drug trafficking, as automatic disqualifiers before granting or denying a license.

Our supplemental background checks expand upon the Live Scan information to identify other factors that local governments may wish to consider before granting discretionary business licenses or permits. These considerations may include other felony offenses, misdemeanor convictions, arrest records, civil judgements, restraining orders, the terrorist screening database, the national sex offender registry, delinquent child support payments, bankruptcies, employment and credit records, and more. Our search includes up to 5 variations on the subject's name and will alert if additional aliases are found which might warrant further investigation.

Our comprehensive background process checks the subject's name and social security number against over 200 million databases nationwide, including all of the following¹:

- 7 yr. unlimited county courts and criminal records search
- Social Security, name and address comparison
- DMV search
- National Criminal Court report
- National Sex offender registry
- Federal criminal history
- State Department of Public Safety
- State Department of Corrections
- Terror watch list
- Bankruptcy, lien and judgments
- Delinquent child support payments
- Employment credit report
 - Financial summary
 - Personal information comparison
 - Address comparison
 - Employment comparison
 - Credit bureau report / credit history
 - Public records search

Any felony convictions that would be automatic disqualifiers pursuant to B&P 26057 (Violent and Serious Felony Convictions) must be confirmed through the Live Scan process. The degree to which other records may be used to inform the approval or renewal of a local business license or permit is subject to local ordinance requirements.

HdL offers separate rates for owners, principals or managers of cannabis businesses and for regular employees or line staff. We also offer a lower rate for annual renewals after the initial background check has been completed. Our rates include an HdL-designed employee identification badge with the city or county logo which meets all State regulatory requirements.

HdL provides an online portal for applicants to submit their application and authorization for background checks and all necessary documentation. Applicants provide their payment directly to HdL through the portal, so there is no cost to the City.

Background Checks	Owner, principal or manager	Employee or line staff
Initial background check	\$300	\$100
Annual renewal	\$100	\$75
Reissue lost or stolen badge	\$10	\$10

Prices valid as of the date of this proposal and subject to change without notice.

¹ Renewals and background checks for employees include a lesser level of investigation.

V. EXPERIENCE AND RESOURCES

Company Profile

Founded in 1983, HdL is a consortium of three companies established to maximize local government revenues by providing audit, compliance, economic development, consulting services and software products. Its audit and consulting services include sales, use and transaction taxes, property taxes, transient occupancy taxes, and a Cannabis Management Program. The firm also provides a variety of enterprise software processing tools for business licensing, code enforcement, animal control, building permits and tracking/billing of false alarms. HdL's systematic and coordinated approach to revenue management and economic data analysis is currently being utilized by over 500 agencies in six states. The firm currently serves 49 counties, 311 cities and 132 transactions tax districts in California.

HdL's key staff has extensive experience serving local government and many have previously held positions in city management, finance, planning, economic development or revenue collection. HdL is a Corporate Partner of the League of California Cities and California State Association of Counties and works extensively with the County Auditor's Association of California, California Society of Municipal Finance Officers (CSMFO) and California Municipal Revenue and Tax Association (CMRTA) on anticipation and planning of programs to strengthen local government revenues.

This close understanding of local government needs coupled with extensive databases and advanced methodology provides for the most relevant, productive and responsive revenue recovery; forecasting; and economic services available.

Our team of professionals has over 65 years of direct experience establishing and implementing cannabis regulatory and taxation programs, including establishing land-use regulations, permit processes, staffing plans, and cost recovery fees; structuring cannabis business tax fees; regulatory compliance; financial audits; and law enforcement training. Our team has conducted over 18,000 cannabis compliance inspections and investigations in California, Colorado and Nevada.

Key Personnel

David McPherson, Compliance Director

David McPherson works with local agencies to prepare them to mitigate regulatory issues surrounding Proposition 64 and SB 94. Prior to joining HdL, David served 28 years in local government for the County of Orange and the cities of Newport Beach, San Jose and Oakland. David's experience as a law enforcement officer, compliance auditor, and tax administrator has provided him a wealth of experience that makes him uniquely qualified to manage HdL's Cannabis Management Program. While working for the City of Oakland, he became the first Tax Administrator in the country to successfully tax, regulate and audit medical marijuana businesses. David has over 10 years of experience working with cannabis regulatory programs.

David is one of the state's most recognized experts in cannabis regulatory policies, compliance implementation and tax policies. His unique knowledge in horticulture, processing and dispensary operations while working for the City of Oakland has made him one of the pioneers in creating a Cannabis Management Program. He uses his experience to assist local and state agencies in developing cannabis policies for regulation, compliance, auditing and economic development. He worked closely with the League of Cities on the development of the Medical Cannabis Regulation and Safety Act (MCRSA) and helped shape SB 94, the Medicinal Adult-Use Cannabis Regulation and Safety Act (MAUCRSA).

David provides technical support on cannabis-related matters to the League of Cities, the Police Chief's Association, Rural County Representatives of California and the California State Association of Counties. In addition, David is working collaboratively with the Department of Consumers Affairs, Department of Food & Agriculture, Department of Health Services and the California Department of Tax and Fee Administration on the implementation of best practices for regulating the cannabis industry for local agencies.

David received his Bachelor's Degree in History from California State University, Fullerton and his Master's Degree in Public Administration from California State University, Long Beach. While at Long Beach, he was named "Future Urban Administrator of the Year".

Matt Eaton, Deputy Compliance Director

Matt Eaton is the Deputy Compliance Director at HdL and plays a critical role in implementing the Cannabis Compliance Program for local agencies. Prior to joining the firm, he was a progressive law enforcement professional with 30 years' experience conducting criminal/regulatory investigations, and corporate/individual background investigations.

While working as a Supervisory Investigator at the Colorado Department of Revenue in the Marijuana Enforcement Division (MED), Matt managed criminal investigators and civilian staff in the Denver Metro and Longmont field offices. During his six-year tenure at the MED, he conducted approximately 10,000 criminal investigations and compliance reviews, including regulatory and financial investigations. He is a subject matter expert on track and trace systems and understands the complexity of reviewing data to ensure businesses are in compliance with state and local regulations. Matt was responsible for planning, developing and implementing report and field inspection protocols for the agency. He also played an instrumental role in recommending changes to current regulations and identifying essential language for new legislation in Colorado. Matt is well known for his ability to maintain working relationships with cannabis industry leaders and external stakeholders in resolving issues.

Matt received his Bachelor of Science Degree from Biola University and maintained Police Officer Service Training (POST) certification for over 30 years in California and Colorado. He has also served as an adjunct instructor teaching law enforcement principle related to criminology, correctional processes, procedural law, interviews, interrogations and criminal evidence at AIMS Community College in Greeley, Colorado.

Ajay Kolluri, Deputy Director of Policy and Audits

Ajay Kolluri is the Deputy Director of Audits and Operations for HdL's Cannabis Division. Ajay is responsible for overseeing the cannabis audit team and the daily operations of the division, which includes special projects such as community outreach, surveys, grant solicitation, revenue analysis, cost recovery fee studies, contracts, budgeting, and marketing. Ajay previously served as Program Manager for the Office of Cannabis Oversight (OCO) at City of Long Beach. Working within the City Manager's Office, Ajay was responsible for the licensing, regulation and enforcement of all commercial cannabis activity in the City, with one of the largest legal cannabis markets in the state. During his tenure with the OCO, Ajay oversaw the issuance over 200 cannabis business licenses, generating over \$10 million in annual revenue for the City. Ajay has experience in all aspects of cannabis oversight, including public health and education, planning and zoning, building inspections, enforcement, social equity, fee development, economic analysis and revenue projections.

Prior to overseeing the OCO, Ajay worked in public finance, serving as Budget Analyst for the Department of Financial Management in the City of Long Beach. Ajay holds a Bachelor's degree in business economics from the University of California, Santa Barbara, and a Master's degree in public policy from the University of Michigan.

Mark Lovelace, Senior Policy Advisor

Mark Lovelace has 16 years of broad experience in public policy, community engagement and advocacy and is recognized as a leader in advancing the statewide discussion of medical and recreational cannabis as a policy issue in California.

Mark served on the Humboldt County Board of Supervisors from 2009 through 2016 where he was instrumental in developing a comprehensive approach to regulating cannabis, including a voter-approved tax on commercial cultivation and an innovative track and trace pilot program. Mark established and co-chaired the Medical Marijuana Working Group for the California State Association of Counties (CSAC) and helped draft CSAC's legislative platform for cannabis issues. Mark pioneered the first regional summit on cannabis issues in 2015 which helped guide the development of SB 643 and AB 243, two components of the Medical Cannabis Regulation and Safety Act (MCRSA).

Mark has worked extensively with public agencies and statewide associations on cannabis issues, including CSAC, Rural County Representatives of California, the Association of California Water Agencies, the North Coast Resource Partnership, California Department of Fish and Wildlife, the State Water Board, the North Coast Regional Water Board, the Bureau of Cannabis Control, State legislators, and others. He has led numerous presentations, workshops and panel discussions on cannabis issues and has been a sought-after speaker on the topic for government agencies, community organizations and industry groups.

Mark received his Bachelor of Science degree in Industrial Design from San Jose State University. Prior to his time on the Board, he worked for many years as a respected advocate on land use, planning, development and environmental issues.

David Ross, Senior Compliance Inspector

David Ross is a Certified Fraud Examiner with 7 years of experience conducting gaming and non-gaming audits and investigations of tribal gaming facilities. David's experience includes conducting forensic accounting investigations into cash larceny, expense reimbursement fraud, check fraud, credit card fraud, payroll fraud, wire fraud, insider trading, construction fraud in addition to litigation support.

David previously worked as Surveillance Officer and Internal Auditor for the Shingle Springs Tribal Gaming Commission, where he was responsible for analyzing financial statements for a facility with revenues exceeding \$20 million per month. David also analyzed internal controls and established policies and procedures to ensure compliance with federal, state and local regulations. In addition, David conducted surveillance reviews and investigations into criminal activity including check and credit card fraud, skimming, money laundering, drug activity and other violations.

David holds a Bachelor's Degree in Business Administration from Vanguard University in Costa Mesa and a Master's Degree in Finance from California State University San Bernardino. He is a member of the Association of Certified Fraud Examiners.

Michelle Shaw, Compliance Inspector

Michelle conducts onsite inspections, examinations and other actions to monitor compliance with established standards for local licensed cannabis businesses. Prior to joining HdL, she was a Compliance Specialist Officer at a large, multinational bank where she managed, validated and oversaw the effectiveness and accuracy of numerous compliance issues within the consumer retail space. Throughout her eight years of experience at the bank, she performed assessments of affiliate businesses to determine compliance/non-compliance of their processes and procedures pursuant to bank standards and state regulations.

A graduate of Cypress College, Michelle holds a Foundations of Banking Risk certificate from the Global Association of Risk Professionals and a paralegal certificate from the Southern California College of Business and Law.

Jeff Burris, Background Investigator / Compliance Inspector

Jeff Burris has over 28 years' experience as a Law Enforcement Professional. Jeff began his career with the Orange County Sheriff's Office before moving to the Ontario Police Department, where he advanced to Corporal, Police Detective and Sergeant before retiring as a Lieutenant.

Jeff worked various investigative assignments during his career, including both criminal and non-criminal investigations. While working as a Police Detective Jeff conducted personnel background investigations for sworn, non-sworn, administrative, and confidential employees. These investigations included criminal checks, credit checks, prior employment verification, personal reference verification, driving records, pre-polygraph questioning, neighborhood canvassing, and oral interviews. His assignments also included annual State audits for regulatory compliance.

Jeff received his Bachelor of Science degree in Occupational Management from the California State University in Long Beach. Jeff has completed numerous specialized training courses in investigative techniques, including a course in background investigations by the California Commission on Peace Officer Standards and Training (CA POST), and is a former member of the California Background Investigators Association (CBIA).

Elizabeth Eumurian, Audit Supervisor

Elizabeth Eumurian is the Audit Supervisor for HdL. Her primary role is to oversee and review the audits conducted by team members to assure accuracy and consistency. She also conducts financial audits, evaluates cannabis applications and conducts background checks. As part of the audit program, she will be conducting and preparing analytical information through the CATS™ program to prepare Tax Analytical Remittance Reports (TARR) summaries to evaluate under reporting or anomalies in the remittance of tax payments to local jurisdictions.

Elizabeth previously worked as a senior auditor in the entertainment industry. In this role, she executed testing procedures for targeted audit programs, analyzed findings and prepared audit and compliance reports. She also has experience working for a large financial institution analyzing data for reporting anomalies and performing internal audits. Elizabeth has recently done work for Blythe, California City, Coachella, Cotati, Desert Hot Springs, Long Beach, Mammoth Lakes, Moreno Valley, Perris, San Bernardino, and Vallejo.

Elizabeth earned her Bachelor of Arts degree in History from California State University and holds a certificate in CannaBusiness from Oaksterdam University.

Odette Mikhail, Auditor

Odette Mikhail conducts cannabis revenue audits at HdL. Odette previously worked as a senior auditor at public accounting firms. In this role, she executed testing procedures for audit and review engagements, identified accounting issues, reviewed internal controls, and prepared financial reports and statements. Odette earned her Bachelor of Science degree in Accounting and Business Administration from Ain Shams University in Cairo, Egypt.

Tao Lu, Auditor

Tao Lu works as an Auditor for HdL's Cannabis Management Team. Tao has two and a half years' experience as an accountant with an emphasis in information technology and food manufacturing industries. He also has public audit work experience at RSM China. Tao was born and raised in China. He earned a Bachelor's Degree in Accounting and Finance from Syracuse University in New York before relocating to Southern California with his family.

Valerie Carter, Auditor

Valerie Carter works as an Auditor for HdL's Cannabis Management Team. Valerie has over 5 years of public sector work experience focusing on public policy, auditing and revenue tax implementation. She was a Tax Auditor II for the City of Oakland's Revenue Management Bureau and an Assistant Management Analyst for the City of Berkeley's Transportation division. Valerie earned a Bachelor's Degree in Business Administration from Cal Poly Pomona, with an emphasis on Finance, Real Estate, and Law.

Eric Magana, Auditor

Eric Magana works as an Auditor for HdL's Cannabis Management Team, conducting revenue audits of licensed cannabis businesses to ensure they are accurately reporting their revenues and remitting the proper amount of fees or taxes. Prior to joining HdL, Eric worked as a Loan Specialist for the U.S. Small Business Administration, where he processed over 5,000 business loans and grant applications. Eric holds a Bachelor's Degree in Economics and Administrative Studies from University of California at Riverside.

Teresa Schneider, Compliance Inspector

Teresa Schneider conducts regulatory compliance inspections for HdL. Teresa served for 28 years with the Montclair Police Department, including 12 years in the Background Investigations Unit. In this capacity, Teresa was responsible for conducting background investigations of all City business license applicants, as well as all sworn and non-sworn positions within the police and fire departments and of civilians requesting access to police department records.

Theresa previously served 4 years in the U.S. Army's nursing program at Fort Campbell, Kentucky. During this time she attended college at the University of Kentucky and Austin Peay State University. After receiving an Honorable Discharge in 1990, Teresa was hired by the Montclair Police Department. During her 28-year career, she worked numerous assignments, including patrol, K9, detective bureau, court liaison, volunteer coordinator, and red-light automated enforcement. Teresa received many awards throughout her career, including Officer of the Year.

Kristi Lervold, Administrative Assistant

Kristi is the Administrative Assistant for cannabis team. In this role she supports individual team members, coordinates internal processes, and assists with client requests, contracts, billing reconciliation and invoicing. Kristi's 18-year career includes ten years as the administrative assistant to HdL's CFO, handling various operational responsibilities and supporting financial functions, as well as experience in the occupational health industry, facilitating services for federal, state, and local government clients. Kristi holds a Bachelor's of Science degree in Business Management with a minor in Business Administration.

VI. REFERENCES

City of Oxnard

Kathleen Mallory
Planning & Environmental Services Manager
Phone: 805.385.8370
Email: kathleen.mallory@oxnard.org

City of Port Hueneme

Tony Stewart
Director of Community Development
Phone: 805.986.6520
Email: TStewart@ci.port-hueneme.ca.us

City of Thousand Oaks

Patrick Hehir
Assistant City Attorney
Phone: 805.449.2170
Email: phehir@toaks.org

City of Maywood

Jennifer Vasquez
City Manager
Phone: 323.562.5721
Email: jennifer.vasquez@cityofmaywood.org

County of Ventura

James Importante
Program Management Analyst
Phone: 805.654.5088
Email: james.importante@ventura.org



June 8, 2022

Mike Witzansky
City Manager
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

Re: Application Review Process

Dear Mr. Witzansky,

As you are aware, HdL Companies was previously under contract with the City of Fairfield to review applications for retail cannabis businesses in the City. The City received 14 applications, all of which were to be reviewed and scored by HdL in accordance with the merit-based criteria approved by the City.

After the reviews and ranking had been provided to the City, HdL became aware of certain irregularities in the scores. HdL immediately notified the City and after further review, we determined that the scoring irregularities could not be rectified, and that the application process had been compromised as a result. As a gesture of good faith, we volunteered to terminate our agreement with the City and to fully refund all fees paid to HdL for the project.

We have determined that the scoring irregularities were the result of human error and that there was no intent to influence the outcome to the benefit or detriment of any of the applicants. HdL Companies works solely with public agencies and has no private-sector clients in the cannabis industry. All members of our cannabis team are required to sign confidentiality and non-disclosure agreements and must verify that they have no economic conflicts of interests.

We hope that this letter helps to explain the issues that occurred with the City of Fairfield. While we in no way wish to downplay or make excuses for this project, we want to assure you that we have taken steps to ensure that such issues will not occur again.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andy Nickerson".

Andy Nickerson
President, HdL Companies
anickerson@hdlcompanies.com
714.879.5000

**AGREEMENT FOR CONSULTING SERVICES
BETWEEN THE CITY OF REDONDO BEACH
AND HDL COREN & CONE**

THIS AGREEMENT FOR CONSULTING SERVICES (this "Agreement") is made between the City of Redondo Beach, a Chartered Municipal Corporation ("City") and HDL Coren & Cone, a California corporation ("Consultant" or "Contractor").

The parties hereby agree as follows:

1. Description of Project or Scope of Services. The project description or scope of services to be provided by Consultant, and any corresponding responsibilities of City, or services required to be performed by City are set forth in Exhibit "A."
2. Term and Time of Completion. Consultant shall commence and complete the project or services described in Exhibit "A" in accordance with the schedule set forth in Exhibit "B".
3. Compensation. City agrees to pay Consultant for work performed in accordance with Exhibit "C".

* * * * *

GENERAL PROVISIONS

1. Independent Contractor. Consultant acknowledges, represents and warrants that Consultant is not a regular or temporary employee, officer, agent, joint venturer or partner of the City, but rather an independent contractor. This Agreement shall not be construed as a contract of employment. Consultant shall have no rights to any benefits which accrue to City employees unless otherwise expressly provided in this Agreement. Due to the independent contractor relationship created by this Agreement, the City shall not withhold state or federal income taxes, the reporting of which shall be Consultant's sole responsibility.
2. Brokers. Consultant acknowledges, represents and warrants that Consultant has not hired, retained or agreed to pay any entity or person any fee, commission, percentage, gift, or any other consideration, contingent upon or resulting from the award or making of this Agreement.
3. City Property. All plans, drawings, reports, calculations, data, specifications, videos, graphics or other materials prepared for or obtained pursuant to this Agreement shall upon request be delivered to the City within a reasonable time, and the rights thereto shall be deemed assigned to the City. If applicable, Consultant shall prepare check prints upon request. Said plans, drawings, reports, calculations, data, specifications, videos, graphics or other materials,

shall be specific for the project herein and shall not be used by the City for any other project without Consultant's consent. Notwithstanding the foregoing, Consultant shall not be obligated to assign any proprietary software or data developed by or at the direction of Consultant for Consultant's own use; provided, however, that Consultant shall, pursuant to Paragraph 14 below, indemnify, defend and hold the City harmless from and against any discovery or Public Records Act request seeking the disclosure of any such proprietary software or data.

4. Inspection. If the services set forth in Exhibit "A" shall be performed on City or other public property, the City shall have the right to inspect such work without notice. If such services shall not be performed on City or other public property, the City shall have the right to inspect such work upon reasonable notice. Inspections by the City shall not relieve or minimize the responsibility of Consultant to conduct any inspections Consultant has agreed to perform pursuant to the terms of this Agreement. Consultant shall be solely liable for said inspections performed by Consultant. Consultant shall certify in writing to the City as to the completeness and accuracy of each inspection required to be conducted by Consultant hereunder.
5. Services. The project or services set forth in Exhibit "A" shall be performed to the full satisfaction and approval of the City. In the event that the project or services set forth in Exhibit "A" are itemized by price in Exhibit "C", the City in its sole discretion may, upon notice to Consultant, delete certain items or services set forth in Exhibit "A", in which case there shall be a corresponding reduction in the amount of compensation paid to Consultant. City shall furnish Consultant to the extent available, with any City standards, details, specifications and regulations applicable to the Project and necessary for the performance of Consultant's services hereunder. Notwithstanding the foregoing, any and all additional data necessary for design shall be the responsibility of Consultant.
6. Records. Consultant, including any of its subcontractors shall maintain full and complete documents and records, including accounting records, employee time sheets, work papers, and correspondence pertaining to the project or services set forth in Exhibit "A". Consultant, including any of its subcontractors shall make such documents and records available for City review or audit upon request and reasonable notice, and shall keep such documents and records, for at least four (4) years after Consultant's completion of performance of this Agreement. Copies of all pertinent reports and correspondence shall be furnished to the City for its files.
7. Changes and Extra Work. All changes and/or extra work under this Agreement shall be provided for by a subsequent written amendment executed by City and Consultant.

8. Additional Assistance. If this Agreement requires Consultant to prepare plans and specifications, Consultant shall provide assistance as necessary to resolve any questions regarding such plans and specifications that may arise during the period of advertising for bids, and Consultant shall issue any necessary addenda to the plans and specifications as requested. In the event Consultant is of the opinion that City's requests for addenda and assistance is outside the scope of normal services, the parties shall proceed in accordance with the changes and extra work provisions of this Agreement.
9. Professional Ability. Consultant acknowledges, represents and warrants that Consultant is skilled and able to competently provide the services hereunder, and possesses all professional licenses, certifications, and approvals necessary to engage in its occupation. City has relied upon the professional ability and training of Consultant as a material inducement to enter into this Agreement. Consultant shall perform in accordance with generally accepted professional practices and standards of Consultant's profession.
10. Business License. Consultant shall obtain a Redondo Beach Business License before performing any services required under this Agreement. The failure to so obtain such license shall be a material breach of this Agreement and grounds for immediate termination by City; provided, however, that City may waive the business license requirement in writing under unusual circumstances without necessitating any modification of this Agreement to reflect such waiver.
11. Termination Without Default. Notwithstanding any provision herein to the contrary, the City may, in its sole and absolute discretion and without cause, terminate this Agreement at any time prior to completion by Consultant of the project or services hereunder, immediately upon written notice to Consultant. In the event of any such termination, Consultant shall be compensated for: (1) all authorized work satisfactorily performed prior to the effective date of termination; and (2) necessary materials or services of others ordered by Consultant for this Agreement, prior to Consultant's receipt of notice of termination, irrespective of whether such materials or services of others have actually been delivered, and further provided that Consultant is not able to cancel such orders. Compensation for Consultant in such event shall be determined by the City in accordance with the percentage of the project or services completed by Consultant; and all of Consultant's finished or unfinished work product through the time of the City's last payment shall be transferred and assigned to the City. In conjunction with any termination of this Agreement, the City may, at its own expense, make copies or extract information from any notes, sketches, computations, drawings, and specifications or other data, whether complete or not.
12. Termination in the Event of Default. Should Consultant fail to perform any of its obligations hereunder, within the time and in the manner provided or otherwise violate any of the terms of this Agreement, the City may immediately terminate this Agreement by giving written notice of such termination, stating the reasons

for such termination. Consultant shall be compensated as provided immediately above, provided, however, there shall be deducted from such amount the amount of damages if any, sustained by the City by virtue of Consultant's breach of this Agreement.

13. Conflict of Interest. Consultant acknowledges, represents and warrants that Consultant shall avoid all conflicts of interest (as defined under any federal, state or local statute, rule or regulation, or at common law) with respect to this Agreement. Consultant further acknowledges, represents and warrants that Consultant has no business relationship or arrangement of any kind with any City official or employee with respect to this Agreement. Consultant acknowledges that in the event that Consultant shall be found by any judicial or administrative body to have any conflict of interest (as defined above) with respect to this Agreement, all consideration received under this Agreement shall be forfeited and returned to City forthwith. This provision shall survive the termination of this Agreement for one (1) year.
14. Indemnity. To the maximum extent permitted by law, Consultant hereby agrees, at its sole cost and expense, to defend protect, indemnify, and hold harmless the City, its elected and appointed officials, officers, employees, volunteers, attorneys, and agents (collectively "Indemnitees") from and against any and all claims, including, without limitation, claims for bodily injury, death or damage to property, demands, charges, obligations, damages, causes of action, proceedings, suits, losses, stop payment notices, judgments, fines, liens, penalties, liabilities, costs and expenses of every kind and nature whatsoever, in any manner arising out of, incident to, related to, in connection with or arising from any act, failure to act, error or omission of Consultant's performance or work hereunder (including any of its officers, agents, employees, Subcontractors) or its failure to comply with any of its obligations contained in the Agreement, or its failure to comply with any current or prospective law, except for such loss or damage which was caused by the sole negligence or willful misconduct of the City. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by Consultant or Indemnitees. This indemnification obligation shall survive this Agreement and shall not be limited by any term of any insurance policy required under this Agreement.
 - a. Nonwaiver of Rights. Indemnitees do not and shall not waive any rights that they may possess against Consultant because the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement.
 - b. Waiver of Right of Subrogation. Consultant, on behalf of itself and all parties claiming under or through it, hereby waives all rights of subrogation and contribution against the Indemnitees.

15. Insurance. Consultant shall comply with the requirements set forth in Exhibit "D." Insurance requirements that are waived by the City's Risk Manager do not require amendments or revisions to this Agreement.
16. Non-Liability of Officials and Employees of the City. No official or employee of the City shall be personally liable for any default or liability under this Agreement.
17. Compliance with Laws. Consultant shall comply with all federal, state and local laws, statutes, ordinances, rules and regulations, and the orders and decrees of any courts or administrative bodies or tribunals, with respect to this Agreement, including without limitation all environmental laws, employment laws, and non-discrimination laws.
18. Limitations upon Subcontracting and Assignment. Consultant acknowledges that the services which Consultant shall provide under this Agreement are unique, personal services which, except as otherwise provided herein, Consultant shall not assign or sublet to any other party without the prior written approval of City, which approval may be withheld in the City's sole and absolute discretion. In the event that the City, in writing, approves any assignment or subletting of this Agreement or the retention of subcontractors by Consultant, Consultant shall provide to the City upon request copies of each and every subcontract prior to the execution thereof by Consultant and subcontractor. Any attempt by Consultant to assign any or all of its rights under this Agreement without first obtaining the City's prior written consent shall constitute a material default under this Agreement.

The sale, assignment, transfer or other disposition, on a cumulative basis, of twenty-five percent (25%) or more of the ownership interest in Consultant or twenty-five percent (25%) or more the voting control of Consultant (whether Consultant is a corporation, limited liability company, partnership, joint venture or otherwise) shall constitute an assignment for purposes of this Agreement. Further, the involvement of Consultant or its assets in any transaction or series of transactions (by way of merger, sale, acquisition, financing, transfer, leveraged buyout or otherwise), whether or not a formal assignment or hypothecation of this Agreement or Consultant's assets occurs, which reduces Consultant's assets or net worth by twenty-five percent (25%) or more shall also constitute an assignment for purposes of this Agreement.

19. Subcontractors. Consultant shall provide properly skilled professional and technical personnel to perform any approved subcontracting duties. Consultant shall not engage the services of any person or persons now employed by the City without the prior written approval of City, which approval may be withheld in the City's sole and absolute discretion.
20. Integration. This Agreement constitutes the entire agreement between the parties concerning the subject matter hereof and supersedes any previous oral or written agreement; provided, however, that correspondence or documents

exchanged between Consultant and City may be used to assist in the interpretation of the exhibits to this Agreement.

21. Amendment. This Agreement may be amended or modified only by a subsequent written amendment executed by both parties.
22. Conflicting Provisions. In the event of a conflict between the terms and conditions of this Agreement and those of any exhibit or attachment hereto, this Agreement proper shall prevail. In the event of a conflict between the terms and conditions of any two or more exhibits or attachments hereto, those prepared by the City shall prevail over those prepared by Consultant.
23. Non-Exclusivity. Notwithstanding any provision herein to the contrary, the services provided by Consultant hereunder shall be non-exclusive, and City reserves the right to employ other contractors in connection with the project.
24. Exhibits. All exhibits hereto are made a part hereof and incorporated herein by reference; provided, however, that any language in Exhibit "A" which does not pertain to the project description, proposal, or scope of services (as applicable) to be provided by Consultant, or any corresponding responsibilities of City, shall be deemed extraneous to, and not a part of, this Agreement.
25. Time of Essence. Time is of the essence of this Agreement.
26. Confidentiality. To the extent permissible under law, Consultant shall keep confidential its obligations hereunder and the information acquired during the performance of the project or services hereunder.
27. Third Parties. Nothing herein shall be interpreted as creating any rights or benefits in any third parties. For purposes hereof, transferees or assignees as permitted under this Agreement shall not be considered "third parties."
28. Governing Law and Venue. This Agreement shall be construed in accordance with the laws of the State of California without regard to principles of conflicts of law. Venue for any litigation or other action arising hereunder shall reside exclusively in the Superior Court of the County of Los Angeles, Southwest Judicial District.
29. Attorneys' Fees. In the event either party to this Agreement brings any action to enforce or interpret this Agreement, the prevailing party in such action shall be entitled to reasonable attorneys' fees (including expert witness fees) and costs. This provision shall survive the termination of this Agreement.
30. Claims. Any claim by Consultant against City hereunder shall be subject to Government Code §§ 800 *et seq.* The claims presentation provisions of said Act are hereby modified such that the presentation of all claims hereunder to the City

shall be waived if not made within six (6) months after accrual of the cause of action.

31. Interpretation. Consultant acknowledges that it has had ample opportunity to seek legal advice with respect to the negotiation of this Agreement. This Agreement shall be interpreted as if drafted by both parties.
32. Warranty. In the event that any product shall be provided to the City as part of this Agreement, Consultant warrants as follows: Consultant possesses good title to the product and the right to transfer the product to City; the product shall be delivered to the City free from any security interest or other lien; the product meets all specifications contained herein; the product shall be free from material defects in materials and workmanship under normal use for a period of one (1) year from the date of delivery; and the product shall be fit for its intended purpose(s). Notwithstanding the foregoing, consumable and maintenance items (such as light bulbs and batteries) shall be warranted for a period of thirty (30) days from the date of delivery. All repairs during the warranty period shall be promptly performed by Consultant, at Consultant's expense, including shipping. Consultant shall not be liable under this warranty for an amount greater than the amount set forth in Exhibit "C" hereto.
33. Severance. Any provision of this Agreement that is found invalid or unenforceable shall be deemed severed, and all remaining provisions of this Agreement shall remain enforceable to the fullest extent permitted by law.
34. Authority. City warrants and represents that upon City Council approval, the Mayor of the City of Redondo Beach is duly authorized to enter into and execute this Agreement on behalf of City. The party signing on behalf of Consultant warrants and represents that he or she is duly authorized to enter into and execute this Agreement on behalf of Consultant, and shall be personally liable to City if he or she is not duly authorized to enter into and execute this Agreement on behalf of Consultant.
35. Waiver. The waiver by the City of any breach of any term or provision of this Agreement shall not be construed as a waiver of any subsequent breach.

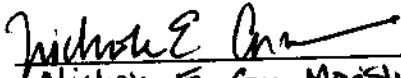
SIGNATURES FOLLOW ON NEXT PAGE

IN WITNESS WHEREOF, the parties have executed this Agreement in Redondo Beach, California, as of this 17th day of August, 2021.

CITY OF REDONDO BEACH,
a chartered municipal corporation

HDL COREN & CONE,
a California corporation



William C. Brand, Mayor

By: 
Name: Nicholas E. Cone - Maristella
Title: CFO

ATTEST:


Eleanor Manzano, City Clerk

APPROVED:


Diane Strickfaden, Risk Manager

APPROVED AS TO FORM:


Michael W. Webb, City Attorney

EXHIBIT "A"

PROJECT DESCRIPTION AND/OR SCOPE OF SERVICES

I. CONTRACTOR'S DUTIES

Contractor shall provide the following services.

A. Contingency Services

1. Analysis and Identification of Misallocation Errors

- a. Contractor shall conduct an analysis to identify and verify in the City parcels on the secured Property Tax Roll which are not properly attributed to the City annually, and will provide the correct Tax Rate Area ("TRA") designation to the proper County agency.
- b. Contractor shall annually reconcile the annual County Auditor-Controller assessed valuations report to the assessor's lien date rolls and identify discrepancies.
- c. Contractor shall annually review parcels on the unsecured Property Tax Roll to identify inconsistencies such as value variations, values reported to a mailing address rather than the situs address, and errors involving TRAs (to the extent records are available).
- d. Upon City's request, Contractor shall audit general fund or tax increment property tax revenue or other revenues attributable to the Successor Agency and City, districts, (including but not limited to base year value audits; administration of tax sharing agreements; tax increment allocation reviews; County allocation and payments reviews).
- e. Contractor shall submit evidence that corrections have been made by the appropriate agency.

B. Basic Services

1. Database/Web-based Software

- a. Contractor shall establish a Database for the City.
- b. Contractor shall make the Database available to City through Contractor's web-based software application in order for City to access its property tax data.
- c. Contractor shall provide updates to the Database on a monthly basis to reflect changes in ownership, updated appeals filings in select

counties, and deed recordings.

- d. Contractor shall provide modified and enhanced versions of the web-based software at no cost to the City.
- e. Contractor shall provide training to City staff within the first two months of the execution of this Agreement and annually, upon City's request, for new staff or existing staff who need a training update at no cost to the City. Additional training will be billed at hourly rates listed in Section I.C. of Exhibit C.

2. Property Tax Roll Services

After the annual Property Tax Roll is made available by the County Assessor. Contractor shall provide the following documents.

- a. A listing of the major property owners in the City, including the assessed value of their property and property use code designation.
- b. A listing of the major property tax payers, including an estimate of the property taxes.
- c. A five (5) year history of property values within the City, Successor Agency, and City defined geographic area.
- d. A listing of the largest property value changes, positive and negative between tax years.
- e. A listing of property tax transfers which occurred since the prior lien date of January 1st of each calendar year, ordered by month.
- f. A multiple year comparison of property growth within the City by County-use code designation over a ten (10) year period.
- g. A listing by parcel of new construction activity between property tax years to provide reports for use in the City's preparation of Gann (Propositions 4 and 111) State Appropriation Limit calculations.
- h. An estimate of property tax revenue anticipated to be received for the fiscal year by the City. This estimate is based upon the initial information provided by the County and is subject to modification. This estimate shall not be used to secure the indebtedness of the City.
- i. Property sales information and Proposition 8 exposure and recapture potential.
- j. A forecast of estimated general fund property tax revenue for future fiscal years.

- k. Development of historical trending reports involving taxable assessed values for the City, median and average sales prices, foreclosure activity, bank owned property and related economics trends.
- l. Upon City's written request, analyses based on geographic areas designated by the City to include assessed valuations and square footage computations for use in economic analysis and community development planning.
- m. Budget forecasting model for one and five 5-year projections for General Fund, Successor Agency and Vehicle License Fee (VLF) In Lieu Revenues.
- n. State Appropriation Limit calculations.

3. Successor Agency Services

Contractor shall provide the following services for the Successor Agency.

- a. Provide tax increment projections
- b. Provide cash flows for the Successor Agency by Redevelopment Area within the City.
- c. Assist with Redevelopment Obligation Payment Schedules.
- d. Assist in providing property information for the taxing agencies receiving property tax revenues from former Redevelopment Areas.
- e. Provide estimates of property tax revenues to be received by the taxing entities from former Redevelopment Areas.
- f. Provide property tax information to the Oversight Board at the direction of the Successor Agency.
- g. Provide access to the Oversight Board to City and former redevelopment agency documents at the direction of the Successor Agency.
- h. Monitor the County distribution of tax-sharing revenues to the City and to the of the former redevelopment agency.
- i. Coordinate with the County Auditor-Controller the relationship between the tax-sharing, debt service and other obligations of the former redevelopment agency.
- j. At City's request, prepare an assessment of resources available to the Successor Agency to meet the long-term obligations of the former redevelopment agency.

4. Quarterly Services

Contractor shall perform the following services quarterly.

- a. Provide a listing of property tax appeals filed on properties in the City where data is available for purchase from the Clerk of the Board of Supervisors.
- b. Ensure a listing of property transfers that have occurred since the last quarterly report shall be available through Contractor's software and updated on a monthly basis.

5. On-Going Consultation

Contractor shall provide ongoing consultation, including but not limited to, responding to City's questions about property tax, assisting in estimating current year property tax revenues, and answering inquiries that are able to be resolved through use of the City's Database. All requests for information based upon the City's property tax data sets shall be provided at no additional costs.

C. Optional Services

Upon City's request, Contractor shall provide the following services.

1. Specified Data. Generate specialized data-based reports and/or develop special geo-based designations from City maps or geographic areas that require additional programming, the purchase of additional data, costs for County staff research, additional historical parcel tracking by Contractor or similar matters not required to perform the Basic Services.
2. County Research. Any research with County agencies for which Contractor does not have a current database.
3. Specialized Services. Specialized Services shall not include any fiscal analysis (including preparation of reports as requested for economic or fiscal purposes), research or reports required for the issuance of bonds or the preparation of reports necessary for Continuing Disclosure, research and travel to County offices or offsite locations, and development of large subsets of data.
4. Additional Meetings Requested. Meetings in excess of the annual meeting to review the analysis of property tax data, trending information, and other findings with City.
5. Additional Training. Training in excess of the requirements in Section I.B.1

of this Exhibit "A".

II. CITY'S DUTIES

City will provide the following information.

- A. A copy of reports received by the City annually from the County Auditor-Controller's office detailing assessed values (secured, unsecured and utilities), as well as unitary values for Contractor's reconciliation analysis.
- B. Parcel listing and maps of City parcel annexations since the lien date roll of January 1st of each calendar year.
- C. A listing of the City's annual levies assessment districts and direct assessments.
- D. Successor Agency formation documents, debt service schedules, plan caps, Disposition and Development Agreements, and Owner Participation Agreements.
- E. Copies of the County Auditor-Controller's- monthly notifications regarding the amounts sent to the City.

EXHIBIT "B"

SCHEDULE FOR COMPLETION

TERM. The Agreement shall commence on August 17, 2021, and shall continue until August 16, 2026 ("Term"), unless otherwise terminated as herein provided.

EXHIBIT "C"
COMPENSATION

Provided Contractor is not in default under this Agreement, Contractor shall be compensated as provided below.

I. **AMOUNT.** Contractor shall be paid in accordance with the following schedule.

Services	Exhibit "A" Section	Fee
Contingency Services	Section I.A. <ul style="list-style-type: none"> Analysis and Identification of Misallocation Errors 	25% of Amount
Basic Services	Sections I.B. <ul style="list-style-type: none"> Database/Web-based Software Property Tax Roll Services Successor Agency Services Quarterly Services On-Going Consultation 	\$17,800 for year 1; \$18,334 for year 2; \$18,884 for year 3; \$19,451 for year 4; \$20,034 for year 5; invoiced quarterly
Optional Services	Section I.C.	Hourly rates as described in Section I.C of this Exhibit "C"

- A. Contingency Services. Contractor shall be paid twenty-five percent (25%) of general fund or tax increment property tax revenue or other revenues attributable to City, Successor Agency, Districts, or funds recovered or reallocated which are directly or indirectly the result of an audit, analysis or consultation performed by Contractor (including but not limited to base year value audits; administration of tax sharing agreements; tax increment allocation reviews; County allocation reviews).
- B. Basic Services. Contractor shall be paid an annual fee of \$17,800 for Year 1, \$18,334 for Year 2, \$18,884 for Year 3, \$19,451 for Year 4, and \$20,034 for Year 5 of the Agreement. Annual fee shall be divided into four equal payments and invoiced quarterly.
- C. Optional Services. Contractor shall be paid for services described in Section I.C. of Exhibit "A" in accordance with the following hourly rates.

Position	Hourly Rates
Partner	\$225
Principal	\$195
Programmer	\$175
Associate	\$150
Senior Analyst	\$100
Analyst	\$65
Administrative	\$45

Expenses for Optional Services shall be reimbursed at a 1.15% markup. In no event shall any expenses be reimbursed without the prior written approval of the City Financial Services Director or designee. Contractor shall provide receipts for the expenses and prepare a reconciliation of the expenses, including the markup. Notwithstanding the foregoing, Contractor's compensation for optional services, including reimbursement for expenses, shall not exceed \$5,000 for the term of the Agreement.

- II. **METHOD OF PAYMENT.** Contractor shall provide invoices to City for approval and payment. Invoices must be itemized, adequately detailed, based on accurate records, and in a form reasonably satisfactory to City. Contractor may be required to provide back-up material upon request. Contractor shall submit the invoice to the City as follows.

Services	Invoice Method
Contingency Services	Annual after completion of services
Basic Services	Quarterly after completion of services
Optional Services	Upon completion of work

- III. **SCHEDULE FOR PAYMENT.** City agrees to pay Contractor within thirty (30) days of receipt of Contractor's invoice, provided, services are completed to City's full satisfaction.
- IV. **NOTICE.** Written notices to Contractor shall be given by registered or certified mail, postage prepaid and addressed to or personally served on the following parties.

City: City of Redondo Beach
Financial Services Department
415 Diamond St, Door 1
Redondo Beach, CA 90277
Attention: Jennifer Paul, Finance Director

Contractor: HDL Coren & Cone
120 S State College Blvd, Suite 200
Brea, CA 92821
Attention: Paula Cone, President

All notices, including notices of address changes, provided under this Agreement are deemed received on the third day after mailing if sent by certified or registered mail. Changes in the respective address set forth above may be made from time to time by any party upon written notice to the other party.

EXHIBIT "D"

INSURANCE REQUIREMENTS FOR CONSULTANTS

Without limiting Consultant's indemnification obligations under this Agreement, Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

Minimum Scope of Insurance

Coverage shall be at least as broad as:

Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).

Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, code 1 (any auto).

Workers' Compensation insurance as required by the State of California.

Employer's Liability Insurance.

Minimum Limits of Insurance

Consultant shall maintain limits no less than:

General Liability: \$1,000,000 per occurrence for bodily injury, personal injury and property damage. The general aggregate limit shall apply separately to this project.

Automobile Liability: \$1,000,000 per accident for bodily injury and property damage.

Employer's Liability: \$1,000,000 per accident for bodily injury or disease.

Deductibles and Self-Insured Retentions

Any deductibles or self-insured retentions must be declared to and approved by the City. At the option of the City, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City, its officers, officials, employees and volunteers or (2) the Consultant shall provide a financial guarantee satisfactory to the City guaranteeing payment of losses and related investigations, claim administration and defense expenses.

Other Insurance Provisions

The general liability and automobile liability policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Endorsement:

General Liability: The City, its officers, elected and appointed officials, employees, and volunteers shall be covered as insureds with respect to liability arising out of work performed by or on behalf of the Consultant. General liability coverage can be provided in the form of an endorsement to the Consultant's insurance, or as a separate owner's policy.

Automobile Liability: The City, its officers, elected and appointed officials, employees, and volunteers shall be covered as insureds with respect to liability arising out of automobiles owned, leased, hired or borrowed by or on behalf of the Consultant.

For any claims related to this project, the Consultant's insurance coverage shall be primary insurance as respects the City, its officers, elected and appointed officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

Each insurance policy required by this clause shall be endorsed to state that coverage shall not be canceled by either party, except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

Each insurance policy shall be endorsed to state that the inclusion of more than one insured shall not operate to impair the rights of one insured against another insured, and the coverages afforded shall apply as though separate policies had been issued to each insured.

Each insurance policy shall be in effect prior to awarding the contract and each insurance policy or a successor policy shall be in effect for the duration of the project. The maintenance of proper insurance coverage is a material element of the contract and failure to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of contract on the Consultant's part.

Acceptability of Insurers

Insurance shall be placed with insurers with a current A.M. Best's rating of no less than A:VII and which are authorized to transact insurance business in the State of California by the Department of Insurance.

Verification of Coverage

Consultant shall furnish the City with original certificates and amendatory endorsements effecting coverage required by this clause. The endorsements should be on the City authorized forms provided with the contract specifications. Standard ISO forms which shall be subject to City approval and amended to conform to the City's requirements may be acceptable in lieu of City authorized forms. All certificates and endorsements shall be received and approved by the City before the contract is awarded. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements effecting the coverage required by these specifications at any time.

Subcontractors

Consultant shall include all subcontractors as insured under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

Risk Management

Consultant acknowledges that insurance underwriting standards and practices are subject to change, and the City reserves the right to make changes to these provisions in the reasonable discretion of its Risk Manager.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
6/11/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Woodruff Sawyer 2 Park Plaza, Suite 500 Irvine CA 92614	CONTACT NAME: Audrey Curtis PHONE (A/C, No, Ext): 949-435-7345 E-MAIL ADDRESS: acurtis@woodruff Sawyer.com FAX (A/C, No):
INSURED HdL Coren & Cone 120 S. State College Blvd., Suite 200 Brea CA 92821	INSURER(S) AFFORDING COVERAGE INSURER A: Continental Casualty Company INSURER B: Valley Forge Insurance Company INSURER C: INSURER D: INSURER E: INSURER F:
HOLCORE-01	NAIC # 20443 20508

COVERAGES CERTIFICATE NUMBER: 539156567 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:			B6025253592	6/15/2021	6/15/2022	EACH OCCURRENCE \$ 2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 1,000,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 2,000,000 GENERAL AGGREGATE \$ 4,000,000 PRODUCTS - COM/OP AGG \$ 4,000,000 \$
A	<input checked="" type="checkbox"/> AUTOMOBILE LIABILITY ANY AUTO <input checked="" type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			B6025253592	6/15/2021	6/15/2022	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTIONS 10,000			B6025253611	6/15/2021	6/15/2022	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000 \$
B	<input checked="" type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory In NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N	N/A	WC625253608	6/15/2021	6/15/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	<input checked="" type="checkbox"/> Professional Liability <input checked="" type="checkbox"/> Cyber Liability			652117825	6/15/2021	6/15/2022	Each Claim 2,000,000 Aggregate 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
City of Redondo Beach, its officers, elected and appointed officials, employees and volunteers are named Additional Insured as respects General Liability and Auto Liability.

CERTIFICATE HOLDER City of Redondo Beach 415 Diamond Street Redondo Beach CA 90277	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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BLANKET ADDITIONAL INSURED AND LIABILITY EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS LIABILITY COVERAGE FORM
BUSINESSOWNERS COMMON POLICY CONDITIONS

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I. BLANKET ADDITIONAL INSURED PROVISIONS

A. ADDITIONAL INSURED – BLANKET VENDORS

Who Is An Insured is amended to include as an additional insured any person or organization (referred to below as vendor) with whom you agreed under a **"written contract"** to provide insurance, but only with respect to **"bodily injury"** or **"property damage"** arising out of **"your products"** which are distributed or sold in the regular course of the vendor's business, subject to the following additional exclusions:

- 1. The insurance afforded the vendor does not apply to:
 - a. **"Bodily injury"** or **"property damage"** for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;
 - b. Any express warranty unauthorized by you;
 - c. Any physical or chemical change in the product made intentionally by the vendor;
 - d. Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;
 - e. Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;
 - f. Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;
 - g. Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

h. **"Bodily injury" or "property damage"** arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

- (1) The exceptions contained in Subparagraphs d. or f.; or
- (2) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

2. This insurance does not apply to any insured person or organization, from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.
3. This provision 2. does not apply to any vendor included as an insured by an endorsement issued by us and made a part of this Policy.
4. This provision 2. does not apply if **"bodily injury" or "property damage"** included within the **"products-completed operations hazard"** is excluded either by the provisions of the Policy or by endorsement.

B. MISCELLANEOUS ADDITIONAL INSURED

1. **Who Is An Insured** is amended to include as an insured any person or organization (called additional insured) described in paragraphs 3.a. through 3.j. below whom you are required to add as an additional insured on this policy under a **"written contract."**
2. However, subject always to the terms and conditions of this policy, including the limits of insurance, we will not provide the additional insured with:
 - a. A higher limit of insurance than required by such **"written contract;"**
 - b. Coverage broader than required by such **"written contract"** and in no event greater than that described by the applicable paragraph a. through k. below; or
 - c. Coverage for **"bodily injury" or "property damage"** included within the **"products-completed operations hazard."** But this paragraph c. does not apply to the extent coverage for such liability is provided by paragraph 3.j. below.

Any coverage granted by this endorsement shall apply only to the extent permitted by law.

3. Only the following persons or organizations can qualify as additional insureds under this endorsement:

a. Controlling Interest

Any persons or organizations with a controlling interest in you but only with respect to their liability arising out of:

- (1) such person or organization's financial control of you; or
- (2) Premises such person or organization owns, maintains or controls while you lease or occupy these premises;

provided that the coverage granted to such additional insureds does not apply to structural alterations, new construction or demolition operations performed by or for such additional insured.

b. Co-owner of Insured Premises

A co-owner of a premises co-owned by you and covered under this insurance but only with respect to the co-owners liability for **"bodily injury," "property damage" or "personal and advertising injury"** as co-owner of such premises.

c. Grantor of Franchise

Any person or organization that has granted a franchise to you, but only with respect to such person or organization's liability for **"bodily injury," "property damage," or "personal and advertising injury"** as grantor of a franchise to you.

d. Lessor of Equipment

Any person or organization from whom you lease equipment, but only with respect to liability for **"bodily injury," "property damage" or "personal and advertising injury"** caused in whole or in part by your maintenance, operation or use of such equipment, provided that the **"occurrence"** giving rise to such **"bodily injury" or "property damage"** or the offense giving rise to such **"personal and advertising injury"** takes place prior to the termination of such lease.

e. Lessor of Land

Any person or organization from whom you lease land, but only with respect to liability for **"bodily injury," "property damage" or "personal and advertising injury"** arising out of the ownership, maintenance or use of that specific part of the land leased to you, provided that the **"occurrence"** giving rise to such **"bodily injury" or "property damage"** or the offense giving rise to such **"personal and advertising injury,"** takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

f. Lessor of Premises

An owner or lessor of premises leased to you, or such owner or lessor's real estate manager, but only with respect to liability for **"bodily injury," "property damage" or "personal and advertising injury"** arising out of the ownership, maintenance or use of such part of the premises leased to you, and provided that the **"occurrence"** giving rise to such **"bodily injury" or "property damage"** or the offense giving rise to such **"personal and advertising injury,"** takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

g. Mortgagee, Assignee or Receiver

A mortgagee, assignee or receiver of premises but only with respect to such mortgagee, assignee, or receiver's liability for **"bodily injury," "property damage" or "personal and advertising injury"** arising out of the ownership, maintenance, or use of a premises by you. This insurance does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

h. State or Political Subdivisions

A state or government agency or subdivision or political subdivision that has issued a permit or authorization, but only with respect to such government agency or subdivision or political subdivision's liability for **"bodily injury," "property damage" or "personal and advertising injury"** arising out of:

- (1) The following hazards in connection with premises you own, rent, or control and to which this insurance applies:
 - (a) The existence, maintenance, repair, construction, erection, or removal of advertising signs, awnings, canopies, cellar entrances, coal holes, driveways, manholes, marquees, hoistaway openings, sidewalk vaults, street banners, or decorations and similar exposures; or
 - (b) The construction, erection, or removal of elevators; or
 - (c) The ownership, maintenance or use of any elevators covered by this insurance; or
- (2) The permitted or authorized operations performed by you or on your behalf. But the coverage granted by this paragraph does not apply to:
 - (a) **"Bodily injury," "property damage" or "personal and advertising injury"** arising out of operations performed for the state or government agency or subdivision or political subdivision; or
 - (b) **"Bodily injury" or "property damage"** included within the **"products-completed operations hazard."**

With respect to this provision's requirement that additional insured status must be requested under a **"written contract,"** we will treat as a **"written contract"** any governmental permit that requires you to add the governmental entity as an additional insured.

i. **Trade Show Event Lessor**

With respect to your participation in a trade show event as an exhibitor, presenter or displayer, any person or organization whom you are required to include as an additional insured, but only with respect to such person or organization's liability for **"bodily injury," "property damage,"** or **"personal and advertising injury"** caused by:

- a. Your acts or omissions; or
- b. Acts or omissions of those acting on your behalf;

in the performance of your ongoing operations at the trade show premises during the trade show event.

j. **Other Person or Organization**

Any person or organization who is not an additional insured under paragraphs a. through i. above. Such additional insured is an insured solely for **"bodily injury," "property damage"** or **"personal and advertising injury"** for which such additional insured is liable because of your acts or omissions.

The coverage granted by this paragraph does not apply to any person or organization:

- (1) For **"bodily injury," "property damage,"** or **"personal and advertising injury"** arising out of the rendering or failure to render any professional services;
- (2) For **"bodily injury"** or **"property damage"** included in the **"products-completed operations hazard."** But this provision (2) does not apply to such **"bodily injury"** or **"property damage"** if:
 - (a) It is entirely due to your negligence and specifically results from your work for the additional insured which is the subject to the **"written contract"**; and
 - (b) The **"written contract"** requires you to make the person or organization an additional insured for such **"bodily injury"** or **"property damage"**; or
- (3) Who is afforded additional insured coverage under another endorsement attached to this policy.

C. **ADDITIONAL PROVISIONS PERTINENT TO ADDITIONAL INSURED COVERAGE**

1. With respect only to additional insured coverage provided under paragraphs A. and B. above:

- a. The **BUSINESSOWNERS COMMON POLICY CONDITIONS** are amended to add the following to the Condition entitled **Other Insurance**:

This insurance is excess of all other insurance available to an additional insured whether primary, excess, contingent or on any other basis. However, if a **"written contract"** requires that this insurance be either primary or primary and noncontributing, then this insurance will be primary and non-contributory relative solely to insurance on which the additional insured is a named insured.

- b. Under **Liability and Medical Expense Definitions**, the following definition is added:

"Written contract" means a written contract or agreement that requires you to make a person or organization an additional insured on this policy, provided the contract or agreement:

- (1) Is currently in effect or becomes effective during the term of this policy; and
 - (2) Was executed prior to:
 - (a) The **"bodily injury"** or **"property damage,"** or
 - (b) The offense that caused the **"personal and advertising injury"**;
- for which the additional insured seeks coverage.

2. With respect to any additional insured added by this endorsement or by any other endorsement attached to this Coverage Part, the section entitled **Who Is An Insured** is amended to make the following natural persons insureds.

If the additional insured is:

- a. An individual, then his or her spouse is an insured;

- b. A partnership or joint venture, then its partners, members and their spouses are insureds;
- c. A limited liability company, then its members and managers are insureds;
- d. An organization other than a partnership, joint venture or limited liability company, then its executive officers, directors and shareholders are insureds; or
- e. Any type of entity, then its employees are insureds;

but only with respect to locations and operations covered by the additional insured endorsement's provisions, and only with respect to their respective roles within their organizations. Furthermore, employees of additional insureds are not insureds with respect to liability arising out of:

- (1) **"Bodily injury"** or **"personal and advertising injury"** to any fellow employee or to any natural person listed in paragraphs a. through d. above;
- (2) **"Property damage"** to property owned, occupied or used by their employer or by any fellow employee; or
- (3) Providing or failing to provide professional health care services.

II. LIABILITY EXTENSION COVERAGES

It is understood and agreed that this endorsement amends the **Businessowners Liability Coverage Form**. If any other endorsement attached to this policy amends any provision also amended by this endorsement, then that other endorsement controls with respect to such provision, and the changes made by this endorsement to such provision do not apply.

A. Bodily injury – Expanded Definition

Under **Liability and Medical Expenses Definitions**, the definition of **"Bodily injury"** is deleted and replaced by the following:

"Bodily injury" means physical injury, sickness or disease sustained by a person, including death, humiliation, shock, mental anguish or mental injury by that person at any time which results as a consequence of the physical injury, sickness or disease.

B. Broad Knowledge of Occurrence

Under **Businessowners Liability Conditions**, the Condition entitled **Duties In The Event of Occurrence, Offense, Claim or Suit** is amended to add the following:

Paragraphs a. and b. above apply to you or to any additional insured only when such **"occurrence,"** offense, claim or **"suit"** is known to:

- (1) You or any additional insured that is an individual;
- (2) Any partner, if you or an additional insured is a partnership;
- (3) Any manager, if you or an additional insured is a limited liability company;
- (4) Any **"executive officer"** or insurance manager, if you or an additional insured is a corporation;
- (5) Any trustee, if you or an additional insured is a trust; or
- (6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

This paragraph applies separately to you and any additional insured.

C. Estates, Legal Representatives and Spouses

The estates, heirs, legal representatives and spouses of any natural person insured shall also be insured under this policy; provided, however, coverage is afforded to such estates, heirs, legal representatives and spouses only for claims arising solely out of their capacity as such and, in the case of a spouse, where such claim seeks damages from marital common property, jointly held property, or property transferred from such natural person insured to such spouse. No coverage is provided for any act, error or omission of an estate, heir, legal representative or spouse outside the scope of such person's capacity as such, provided however that the spouse of a natural person Named Insured and the spouses of members or partners of joint venture or partnership Named Insureds are insureds with respect to such spouses' acts, errors or omissions in the conduct of the Named Insured's business.

D. Fellow Employee First Aid Coverage

In the section entitled **Who Is An Insured**, paragraph **2.a.1.** is amended to add the following:

The limitations described in subparagraphs **2.a.1.(a)**, **(b)** and **(c)** do not apply to your "**employees**" for "**bodily injury**" that results from providing cardiopulmonary resuscitation or other first aid services to a co-"**employee**" or "**volunteer worker**" that becomes necessary while your "**employee**" is performing duties in the conduct of your business. Your "**employees**" are hereby insureds for such services. But the insured status conferred by this provision does not apply to "**employees**" whose duties in your business are to provide professional health care services or health examinations.

E. Legal Liability – Damage To Premises

1. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, Exclusion **k. Damage To Property**, is replaced by the following:

k. Damage To Property

"**Property damage**" to:

1. Property you own, rent or occupy, including any costs or expenses incurred by you, or any other person, organization or entity, for repair, replacement, enhancement, restoration or maintenance of such property for any reason, including prevention of injury to a person or damage to another's property;
2. Premises you sell, give away or abandon, if the "**property damage**" arises out of any part of those premises;
3. Property loaned to you;
4. Personal property in the care, custody or control of the insured;
5. That particular part of any real property on which you or any contractors or subcontractors working directly or indirectly in your behalf are performing operations, if the "**property damage**" arises out of those operations; or
6. That particular part of any property that must be restored, repaired or replaced because "**your work**" was incorrectly performed on it.

Paragraph **2** of this exclusion does not apply if the premises are "**your work**" and were never occupied, rented or held for rental by you.

Paragraphs **1**, **3**, and **4**, of this exclusion do not apply to "**property damage**" (other than damage by fire or explosion) to premises:

- (1) rented to you;
- (2) temporarily occupied by you with the permission of the owner, or
- (3) to the contents of premises rented to you for a period of 7 or fewer consecutive days.

A separate limit of insurance applies to Damage To Premises Rented To You as described in Section D – Liability and Medical Expenses Limits of Insurance.

Paragraphs **3**, **4**, **5**, and **6** of this exclusion do not apply to liability assumed under a sidetrack agreement.

Paragraph **6** of this exclusion does not apply to "**property damage**" included in the "**products-completed operations hazard**."

2. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, the following paragraph is added, and replaces the similar paragraph, if any, beneath paragraph **(14)** of the exclusion entitled **Personal and Advertising Injury**:

Exclusions **c**, **d**, **e**, **f**, **g**, **h**, **i**, **k**, **l**, **m**, **n**, and **o**, do not apply to damage by fire to premises while rented to you or temporarily occupied by you with permission of the owner or to the contents of premises rented to you for a period of 7 or fewer consecutive days. A separate limit of insurance applies to this coverage as described in Section **D. Liability And Medical Expenses Limits Of Insurance**.

3. The first Paragraph under item **5. Damage To Premises Rented To You Limit** of the section entitled **Liability And Medical Expenses Limits Of Insurance** is replaced by the following:

The most we will pay under Business Liability for damages because of "**property damage**" to any one premises, while rented to you or temporarily occupied by you with the permission of the owner, including contents of such premises rented to you for a period of 7 or fewer consecutive days, is the Damage to Premises Rented to You Limit. The Damage to Premises Rented to You Limit is the greater of:

- a. \$1,000,000; or
- b. The Damage to Premises Rented to You Limit shown in the Declarations.

F. Personal and Advertising Injury – Discrimination or Humiliation

1. Under **Liability and Medical Expenses Definitions**, the definition of "**personal and advertising injury**" is amended to add the following:

- h. Discrimination or humiliation that results in injury to the feelings or reputation of a natural person, but only if such discrimination or humiliation is:

(1) Not done intentionally by or at the direction of:

- (a) The insured; or
- (b) Any "**executive officer**," director, stockholder, partner, member or manager (if you are a limited liability company) of the insured; and

(2) Not directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person or person by any insured.

2. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, the exclusion entitled **Personal and Advertising Injury** is amended to add the following additional exclusions:

(15) Discrimination Relating to Room, Dwelling or Premises

Caused by discrimination directly or indirectly related to the sale, rental, lease or sub-lease or prospective sale, rental, lease or sub-lease of any room, dwelling or premises by or at the direction of any insured.

(16) Employment Related Discrimination

Discrimination or humiliation directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person by any insured.

(17) Fines or Penalties

Fines or penalties levied or imposed by a governmental entity because of discrimination.

3. This provision (**Personal and Advertising Injury – Discrimination or Humiliation**) does not apply if **Personal and Advertising Injury** Liability is excluded either by the provisions of the Policy or by endorsement.

G. Personal and Advertising Injury - Broadened Eviction

Under **Liability and Medical Expenses Definitions**, the definition of "**Personal and advertising injury**" is amended to delete Paragraph c. and replace it with the following:

- c. The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room dwelling or premises that a person or organization occupies committed by or on behalf of its owner, landlord or lessor.

H. Waiver of Subrogation – Blanket

We waive any right of recovery we may have against:

- a. Any person or organization with whom you have a written contract that requires such a waiver.

All other terms and conditions of the Policy remain unchanged.



BLANKET WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS

This endorsement changes the policy to which it is attached.

It is agreed that **Part One - Workers' Compensation Insurance G. Recovery From Others** and **Part Two - Employers' Liability Insurance H. Recovery From Others** are amended by adding the following:

We will not enforce our right to recover against persons or organizations. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

PREMIUM CHARGE - Refer to the Schedule of Operations

The charge will be an amount to which you and we agree that is a percentage of the total standard premium for California exposure. The amount is 2%.

All other terms and conditions of the policy remain unchanged.

This endorsement, which forms a part of and is for attachment to the policy issued by the designated Insurers, takes effect on the Policy Effective Date of said policy at the hour stated in said policy, unless another effective date (the Endorsement Effective Date) is shown below, and expires concurrently with said policy unless another expiration date is shown below.

Form No: G-19160-B (11-1997)
Endorsement Effective Date:
Endorsement No: 2; Page: 1 of 1
Underwriting Company: Valley Forge Insurance Company, 151 N Franklin St, Chicago, IL 60606

Endorsement Expiration Date:

Policy No: WC 6 25253608
Policy Effective Date: 06/15/2021
Policy Page: 32 of 47



Administrative Report

H.9., File # 22-4267

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: JOE HOFFMAN, CHIEF OF POLICE

TITLE

APPROVE THE SECOND AMENDMENT TO THE REIMBURSEMENT AGREEMENT WITH SOUTH BAY CENTER SPE, LLC, FOR CONTINUED OVERTIME DEPLOYMENT OF CITY POLICE OFFICERS AT THE SOUTH BAY GALLERIA FOR AN ANNUAL REIMBURSEMENT AMOUNT NOT TO EXCEED \$90,000, WITH A CITY CREDIT OF \$30,000, AND TO EXTEND THE TERM TO JUNE 30, 2023, WITH AN OPTION TO EXTEND FOR ONE ADDITIONAL YEAR

EXECUTIVE SUMMARY

Approval of the second amendment to the reimbursement agreement with South Bay Center SPE, LLC will allow for continuation of the current supplemental patrol service model at the South Bay Galleria through June 30, 2023 and provide an option to extend the agreement through June 30, 2024. The current service model was first approved by the City Council in April of 2016 and shifted the supervision of the Redondo Beach Police Officers assigned to the Galleria from South Bay Center SPE, LLC management personnel to the Police Department's on-duty Watch Commander. The updated service model has been successful and continues to be well received by Galleria ownership.

BACKGROUND

In 2016 the Police Department, City Manager's Office, and the City Attorney's Office worked with management personnel from Forest City (the then owners of the Galleria) to create a more effective security agreement that would better protect the two agencies and deliver the most needed services. The updated agreement shifted oversight of the assigned police officers from South Bay Galleria Management back to supervisors in the Redondo Beach Police Department. The modification to the service model has allowed the Police Department to better control mall patrol operations and properly staff the South Bay Galleria during peak times when a uniformed presence is most beneficial.

The agreement is beneficial to both agencies. By working together with Galleria Management and defining the best policing practices for the property, the Police Department has improved overall security at the mall and more efficiently controlled the use of supplemental police officers. The staffing of the Galleria is a critical component of the Police Department's daily deployment of resources. The current model allows the Police Department to ensure a mall presence without compromising the level of service to the rest of the City of Redondo Beach. It is in the best interest of the department and the safety of the community, to continue the agreement.

COORDINATION

The reimbursement agreement amendment was prepared by staff in the Police Department and the City Attorney's Office. The City Attorney's Office has approved the amendment as to form.

FISCAL IMPACT

Per the amendment, the South Bay Center SPE, LLC will reimburse the City of Redondo Beach up to \$90,000 annually for deployed personnel expenses for a total amount not to exceed \$180,000 over the two-year term. The City will provide \$30,000 per year of services, for a total two-year contribution of \$60,000. Funding for the City's staffing contribution is available in the Police Department's annual operating budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Second Amendment
- First Amendment and Contract
- Extension Letter



Administrative Report

H.9., File # 22-4267

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: JOE HOFFMAN, CHIEF OF POLICE

TITLE

APPROVE THE SECOND AMENDMENT TO THE REIMBURSEMENT AGREEMENT WITH SOUTH BAY CENTER SPE, LLC, FOR CONTINUED OVERTIME DEPLOYMENT OF CITY POLICE OFFICERS AT THE SOUTH BAY GALLERIA FOR AN ANNUAL REIMBURSEMENT AMOUNT NOT TO EXCEED \$90,000, WITH A CITY CREDIT OF \$30,000, AND TO EXTEND THE TERM TO JUNE 30, 2023, WITH AN OPTION TO EXTEND FOR ONE ADDITIONAL YEAR

EXECUTIVE SUMMARY

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BACKGROUND

In 2016 the Police Department, City Manager's Office, and the City Attorney's Office worked with management personnel from Forest City (the then owners of the Galleria) to create a more effective security agreement that would better protect the two agencies and deliver the most needed services. The updated agreement shifted oversight of the assigned police officers from South Bay Galleria Management back to supervisors in the Redondo Beach Police Department. The modification to the service model has allowed the Police Department to better control mall patrol operations and properly staff the South Bay Galleria during peak times when a uniformed presence is most beneficial.

The agreement is beneficial to both agencies. By working together with Galleria Management and defining the best policing practices for the property, the Police Department has improved overall security at the mall and more efficiently controlled the use of supplemental police officers. The staffing of the Galleria is a critical component of the Police Department's daily deployment of resources. The current model allows the Police Department to ensure a mall presence without compromising the level of service to the rest of the City of Redondo Beach. It is in the best interest of the department and the safety of the community, to continue the agreement.

COORDINATION

The reimbursement agreement amendment was prepared by staff in the Police Department and the City Attorney's Office. The City Attorney's Office has approved the amendment as to form.

FISCAL IMPACT

Per the amendment, the South Bay Center SPE, LLC will reimburse the City of Redondo Beach up to \$90,000 annually for deployed personnel expenses for a total amount not to exceed \$180,000 over the two-year term. The City will provide \$30,000 per year of services, for a total two-year contribution of \$60,000. Funding for the City's staffing contribution is available in the Police Department's annual operating budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Second Amendment
- First Amendment and Contract
- Extension Letter

SECOND AMENDMENT TO THE SERVICES REIMBURSEMENT AGREEMENT

THIS SECOND AMENDMENT TO THE SERVICES REIMBURSEMENT AGREEMENT ("Second Amendment") is made between the City of Redondo Beach, a chartered municipal corporation ("City") and SOUTH BAY CENTER SPE, LLC, a Delaware limited liability company ("Forest City").

WHEREAS, effective August 15, 2017, the City and Forest City originally entered into the Services Reimbursement Agreement (the "Agreement") for deployment of City peace officers at the South Bay Galleria ("Galleria"), and partial reimbursement of that specialized deployment by South Bay Center; and

WHEREAS, effective July 1, 2019, the City and Forest City entered into the First Amendment to the Services Reimbursement Agreement (the "First Amendment") to extend the Agreement to June 30, 2021 and provide an auto renewal to June 30, 2022 by letter, and add reimbursement periods for the extended term; and

WHEREAS, on June 16, 2021, the City renewed the Agreement by letter; and

WHEREAS, the parties wish to amend the Agreement.

NOW THEREFORE, in consideration of the promises and mutual covenants contained herein, and intending to be legally bound, the parties hereby agree to make the following amendments to the Agreement:

1. **Term.** Section 2 of the Agreement is hereby amended as follows.

The term of this Agreement shall be extended to June 30, 2023 ("Term"), unless otherwise terminated as herein provided. Upon City Manager's recommendation to the Mayor, this Agreement shall be extended for one year subject to the same terms and conditions contained herein. However, no extension shall be effective unless the Mayor provides a written letter authorizing the extension at least fifteen (15) days prior to the expiration of the current term.

2. **Deployment Conditions.** Effective July 1, 2022, Section 3.e of the Agreement is hereby modified, incorporated, and restated in its entirety in this Agreement as follows:

The parties intend **Deployment** of City peace officers at the **Galleria** for an average of thirty hours (30 hours) per week, with two (2) City peace officers scheduled for Fridays and Saturdays. The weekly number of hours may vary depending upon: 1) availability of City peace officers electing to work **Deployment**; 2) normal City police staffing requirements; 3) other agreements between the City and the **Galleria Security Department**; and 4) areas of focus identified cooperatively by Forest City's property manager and the City's Police Chief for peace officers deployed at the Galleria.

3. **Reimbursement.** Effective July 1, 2022, Section 5 of the Agreement is hereby modified, incorporated, and restated in its entirety in this Agreement as follows:

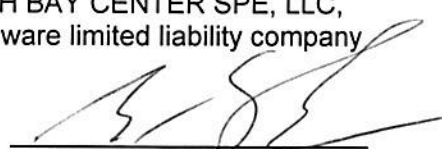
For the Term, **Forest City** shall reimburse the **City** for total **Work Hours** and **Travel Time** of City peace officers performing services at the **Galleria** pursuant to this

IN WITNESS WHEREOF, the parties have executed this Second Amendment in Redondo Beach, California, as of this 14th day of June, 2022.

CITY OF REDONDO BEACH,
a chartered municipal corporation

William C. Brand, Mayor

SOUTH BAY CENTER SPE, LLC,
a Delaware limited liability company

By: 
Name: MICHAEL SHAROBIE
Title: SR GENERAL MANAGER

ATTEST:

Eleanor Manzano, City Clerk

APPROVED:

Diane Strickfaden, Risk Manager

APPROVED AS TO FORM:

Michael W. Webb, City Attorney

Agreement in a sum not to exceed Ninety Thousand and 00/100 Dollars (\$90,000) annually, exclusive of any applicable credits, if payment is timely received by the **City** ("**Maximum Reimbursement**"). Reimbursement shall be at the rate of \$90.00 per hour (pro-rated for any time increment of less than an hour) ("**Reimbursement Rate**"). Reimbursement for each period described below (each a "**Reimbursement Period**") shall be the sum obtained by multiplying the total of **Work Hours** and **Travel Time** by the **Reimbursement Rate**, less the amount of time the **City** peace officers are called away from the Galleria by the **City**, further, less a per-period credit of Fifteen thousand and 00/100 Dollars (\$15,000.00), if payment is timely received by the **City**. During the performance of services (July 1, 2022 – June 30, 2023 and in the event of renewal, July 1, 2023 – June 30, 2024), except in the event of non-timely payment (which shall extinguish any City per-period credit), the reimbursement shall not exceed the **Maximum Reimbursement**. The City will invoice **Forest City** after the close of each respective **Reimbursement Period**. Payment of the reimbursement shall be made within 45 days of receipt of invoice.

Reimbursement Periods

1. July 1, 2022 to December 31, 2022
2. January 1, 2023 to June 30, 2023

In the event the Agreement is renewed in accordance with this section, the following Reimbursement Periods shall apply.

1. July 1, 2023 to December 31, 2023
 2. January 1, 2024 to June 30, 2024
4. **No Other Amendments.** Except as expressly stated herein, the Agreement shall remain unchanged and in full force and effect. The Agreement, First Amendment, and this Second Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement, First Amendment, and this Second Amendment, the terms of this Second Amendment shall govern.

SIGNATURES FOLLOW ON NEXT PAGE

FIRST AMENDMENT TO SERVICES REIMBURSEMENT AGREEMENT

This First Amendment ("First Amendment") to the Services Reimbursement Agreement ("Agreement") is made and entered into by and between the CITY OF REDONDO BEACH, a chartered municipal corporation ("City") and SOUTH BAY CENTER SPE, LLC, a Delaware limited liability company ("South Bay Center"), and is effective as of July 1, 2019.

Recitals

WHEREAS, the City and South Bay Center entered into that certain Services Reimbursement Agreement ("Agreement") on August 15, 2017 for deployment of City peace officers at the South Bay Galleria ("Galleria"), and partial reimbursement of that specialized deployment by South Bay Center.

WHEREAS, the parties wish to extend the Agreement for another two-year term.

NOW, THEREFORE, in consideration for the above recitals and of the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt of which is hereby acknowledged, the parties hereto agree as follows:

Agreement

1. **Incorporation of Recitals.** Each of the above recitals is incorporated into this Agreement as if restated in full.
2. **Term.** The term of the Agreement shall expire at 11:59 p.m. on June 30, 2021 ("Term"). The City may extend this agreement for one additional year by providing South Bay Center written request to extend by the City Manager or his designee and upon approval by the Mayor.
3. **Reimbursement.** The following Reimbursement Periods shall be added to Section 5 as follows:

Reimbursement Periods pursuant to the First Amendment	
1	July 1, 2019- December 31, 2019
2	January 1, 2020- June 30, 2020
3	July 1, 2020- December 31, 2020
4	January 1, 2021- June 30, 2021

If this Agreement is extended one additional year to June 30, 2022, the following Reimbursement Periods shall also be added to Section 5 as follows:

Additional Reimbursement Periods for the One Year Extension	
1	July 1, 2021- December 31, 2021
2	January 1, 2022- June 30, 2022

4. No Other Amendments. Except as expressly stated herein, the Agreement and this First Amendment shall remain unchanged and remain in full force and effect. The Agreement and this First Amendment constitute the entire agreement between the parties and supersede any previous oral or written agreement with respect to the subject matter hereof. In the event of any inconsistency between the terms of the Agreement and this First Amendment the terms of this First Amendment shall govern.

(SIGNATURES ON THE NEXT PAGE)

CITY OF REDONDO BEACH, a
chartered municipal corporation
organized under the laws of the State
of California


William C. Brand, Mayor

Attest:


Eleanor Manzano, City Clerk

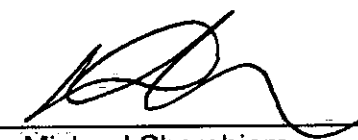
Approved as to Form:


Michael W. Webb, City Attorney



SOUTHBAY CENTER SPE, LLC,
a Delaware Limited Liability Company

By: ~~QIC Properties US, Inc., a
Delaware corporation, its authorized
agent~~

By: 
~~Michael Sharobien
Title: Vice President General Manager~~

**Daniel Rowan
Vice President**



SERVICES REIMBURSEMENT AGREEMENT

This Services Reimbursement Agreement ("**Agreement**") is made and entered into by and between the CITY OF REDONDO BEACH, a chartered municipal corporation ("**City**") and SOUTH BAY CENTER SPE, LLC, a Delaware limited liability company ("**Forest City**"), and is effective as of August 15, 2017.

Recitals

WHEREAS, the **City** and **Forest City** desire to memorialize the terms and conditions for deployment of **City** peace officers at the South Bay Galleria ("**Galleria**"), and partial reimbursement of that specialized deployment by **Forest City**.

WHEREAS, **Forest City** maintains a separate security department related to the **Galleria** ("**Galleria Security Department**"); and

WHEREAS, both parties have approved this **Agreement** and have otherwise complied with all requirements that are prerequisites to entering into this **Agreement**.

NOW, THEREFORE, in consideration for the above recitals and of the mutual covenants and agreements contained herein, and for other good and valuable consideration, the receipt of which is hereby acknowledged, the parties hereto agree as follows:

Agreement

1. **Incorporation of Recitals.** Each of the above recitals is incorporated into this **Agreement** as if restated in full.
2. **Term.** The term of this **Agreement** will begin on August 15, 2017, and will expire at 11:59 p.m. on June 30, 2019 ("**Term**").
3. **Deployment Conditions:**
 - a. The **City** shall have sole discretion as to the selection, deployment, and supervision of **City** peace officers assigned to the **Galleria** ("**Deployment**").
 - b. **City** peace officers shall wear a **City** uniform and possess appropriate **City**-provided on-duty equipment during any **Deployment**.
 - c. **Forest City** shall provide to deployed **City** peace officers operating communication devices permitting communication between **City** peace officers and the **Galleria Security Department**. **City** shall provide alternative contact information for each peace officer as a backup in case communication devices fail to operate or are in use during an emergency.
 - d. **City** peace officer deployed at the **Galleria** shall only be responsible to enforce state and local laws. **City** peace officers shall not enforce private rules, including

but not limited to, **Galleria's** rules, regulations, or operating procedures ("**Galleria Rules**"). If observed, **City** peace officers may report observed violations of **Galleria Rules** to the **Galleria Security Department**, who shall then have sole responsibility to defer or enforce in its absolute discretion. In the event a violation of a private rule escalates to a violation of a public law, **City** peace officers will respond to such violation.

- e. The parties intend **Deployment** of **City** peace officers at the **Galleria** for an average of ninety hours (90 hours) per week, with two (2) **City** peace officers scheduled for Fridays and Saturdays. The weekly number of hours may vary depending upon: (1) availability of **City** peace officers electing to work **Deployment**; 2) normal **City** police staffing requirements; 3) other agreements between the **City** and the **Galleria Security Department**; and 4) areas of focus identified cooperatively by Forest City's property manager and the City's Police Chief for peace officers deployed at the Galleria.
 - f. **City** peace officer shall record their arrival and departure times at the **Galleria**. Reimbursement for each deployed **City** peace officer shall commence thirty (30) minutes prior to arrival and terminate thirty (30) minutes after departure ("**Travel Time**").
 - g. **City** peace officer shall at all times remain subject to the Redondo Beach Police Department's chain of command. **City** peace officers may respond to requests for assistance, but shall not be directed or controlled, by the **Galleria Security Department**.
 - h. In the event a **City** peace officer scheduled for **Deployment** is unable to perform services and a replacement will not be deployed, the **City** shall within a reasonable time notify the **Galleria Security Department**.
 - i. The rendition of services, standard of performance, and discipline of **City** peace officers, on all matters related to the performance of **Deployment** services, shall remain exclusively with the **City**.
 - j. **City** will make available during **Deployment** marked **City** police vehicles. The availability, number, and duration of use of such vehicles are within the sole discretion of the **City**.
 - k. **City** shall maintain the substation (described in Section 4(d) below) in good repair, in accordance with all laws, regulations, governmental directives and private restrictions, and in an orderly fashion, and will provide its own equipment to generate reports or otherwise fulfill its obligations under this Agreement.
4. **Obligations of Forest City.** Forest City shall:
- a. Have sole and exclusive responsibility to train, supervise, and control the **Galleria Security Department**, its employees, independent contractors, or agents, as well as all other **Forest City** employees, independent contractors, or agents.

- b. Repair or replace any **Galleria** communication devices provided to **City** peace officers.
 - c. Not interfere with, or claim a breach of this **Agreement** as a result of, any **City** peace officer leaving the **Galleria** if that officer is called upon by a supervisor to respond to a request for police services off **Galleria** property. **Forest City** shall not be responsible for reimbursement for such time an officer is responding to, involved with, or returning from such an off property service request.
 - d. Maintain a police substation at the **Galleria** for the exclusive use of the **City** peace officers while performing services at the **Galleria**. The parties shall, after execution of this **Agreement**, reasonably establish the location and fixtures of the substation. **City** shall incur no cost or expense for the use or construction of the substation. Subject to the terms, conditions and restrictions set forth in this **Agreement**, **Forest City** hereby grants to the **City** a revocable, non-assignable right to use the substation area to facilitate the **City** peace officer's services under this **Agreement**, to be used in accordance with all laws, regulations, governmental directives and private restrictions, and for no other purpose.
 - e. Provide to the **City** by the 15th calendar day of each month an accounting report of each **City** peace officer's hours worked at the **Galleria** for the immediately preceding month. The activity record shall include at a minimum:
 - i. The name, dates, times, and number of hours worked by each **City** peace officer, and
 - ii. An accurate documented report of time of when a **City** peace officer started and concluded each work shift ("**Work Hours**").
5. **Reimbursement.** For the **Term**, **Forest City** shall reimburse the **City** for total **Work Hours** and **Travel Time** of **City** peace officers performing services at the **Galleria** pursuant to this **Agreement** in a sum not to exceed Three Hundred Six Thousand Six Hundred Sixty-Six and 00/100 Dollars (\$306,666.00) annually, exclusive of any applicable credits, if payment is timely received by the **City** ("**Maximum Reimbursement**"). Reimbursement shall be at the rate of \$84.00 per hour (pro-rated for any time increment of less than an hour) ("**Reimbursement Rate**"). Reimbursement for each period described below (each a, "**Reimbursement Period**") shall be the sum obtained by multiplying the total of **Work Hours** and **Travel Time** by the **Reimbursement Rate**, less the amount of time the **City** peace officers are called away from the **Galleria** by the **City**, further, less a per-period credit of Fifty Thousand and 00/100 Dollars (\$50,000.00), if payment is timely received by the **City**. During the performance of services (July 1, 2017- June 30, 2019), except in the event of non-timely payment (which shall extinguish any **City** per-period credit), the reimbursement shall not exceed the **Maximum Reimbursement**. The **City** will invoice **Forest City** after the close of each respective **Reimbursement Period**. Payment of the reimbursement shall be made within 45 days of receipt of invoice.

Reimbursement Periods

- 1 July 1, 2017- December 31, 2017
- 2 January 1, 2018- June 30, 2018
- 3 July 1, 2018- December 31, 2018
- 4 January 1, 2019- June 30, 2019

6. **Forest City Indemnification.** **Forest City** shall defend and indemnify the **City**, its officers, elected officials, agents and employees ("**City's Covered Parties**"), from and against damages, claims, demands, costs, expenses, losses or liabilities of any kind or nature arising out of, or are in any way related to, **Forest City's** acts, errors or omissions or those of its employees or agents, or arising from or related to its ownership, control, or activity of the **Galleria** ("**Forest City's Claims**"), brought by any third party or parties, which the **City's Covered Parties** may sustain or incur or which may be imposed upon them, or any of them, including reasonable and necessary attorneys' fees and legal costs incurred by the **City**. **Forest City** shall, upon notice from the **City**, defend **City's Covered Parties** or any of them at **Forest City's** sole expense by legal counsel selected by **Forest City** and reasonably approved by the **City**. In the event **Forest City** refuses or fails to provide promptly upon request acceptable legal counsel, **Forest City** shall reimburse the **City** for reasonable and necessary attorneys' fees, at rates prevailing in the local legal community, together with all disbursements, litigation expenses, settlements and/or judgments incurred by the **City**. **Forest City** releases the **City** from any claims of subrogation, indemnification or contribution, in whole or part, arising from or related to any **Forest City's Claims**.
7. **City Indemnification.** **City** shall defend and indemnify **Forest City**, its officers, agents and employees ("**Forest City's Covered Parties**"), from and against damages, claims, demands, costs, expenses, losses or liabilities of any kind or nature arising out of, or are in any way related to, **City's** acts, errors or omissions or those of its employees or agents, or arising from or related to services provided at the **Galleria** ("**City's Claims**"), brought by any third party or parties which the **Forest City's Covered Parties** may sustain or incur or which may be imposed upon them, or any of them, including reasonable and necessary attorneys' fees and legal costs incurred by the **City**. **City** shall, upon notice from **Forest City**, defend **Forest City's Covered Parties** or any of them at **City's** sole expense by legal counsel selected by the **City** and reasonably approved by **Forest City**. In the event the **City** refuses or fails to provide promptly upon request acceptable legal counsel, **City** shall reimburse **Forest City** for reasonable and necessary attorneys' fees, at rates prevailing in the local legal community, together with all disbursements, litigation expenses, settlements and/or judgments incurred by **Forest City**. The **City** releases **Forest City** from any claims of subrogation, indemnification or contribution, in whole or part, arising from or related to any **City's Claims**.
8. **Insurance.**
 - a. Each party shall provide and maintain in force during the term of this **Agreement** a program of insurance naming the other as additional insured, and shall provide

written notice to the other at least thirty (30) days advance written notice of expiration or other termination of coverage. Such insurance program shall consist of, but not be limited to, the following forms and amounts:

- i. Comprehensive General Liability (“CGL”) Insurance insuring against injury to persons and damage to property arising from their activities subject to the limitations of Sections 6 and 7. Such policy shall have a combined single limit of not less than \$3,000,000 per occurrence. Each party’s CGL insurance must (i) designate the other party as an additional insured, including with respect to third party claims or actions brought directly against the other party, or against the **City** and **Forest City** as co-defendants, subject to the limitations of Sections 6 and 7, and (ii) provide for a severability of interests. Each party may use umbrella or excess liability insurance to achieve the required coverage for CGL insurance, provided that such umbrella or excess insurance results in the same type of coverage as required for the CGL insurance policy. Each party may utilize a \$500,000 self-insured retention.
 - ii. Automobile Liability Insurance. Each party must maintain automobile liability insurance (including coverage for owned and non-owned, hired and non-hired vehicles) with minimum limits of not less than \$2,000,000 per occurrence combined single limit for personal injury, including bodily injury, death, and property damage. Each party’s automobile liability insurance must (i) designate the other party as an additional insured, including with respect to third party claims or actions brought directly against the other party or against the **City** and **Forest City** as co-defendants, and (ii) provide for a severability of interests. Each party may use umbrella or excess liability insurance to achieve the required coverage for automobile liability insurance, provided that such umbrella or excess insurance results in the same type of coverage as required for the automobile liability insurance policy.
- b. General Insurance Requirements.
- i. Insurer Stability and Size. **Forest City** shall procure all insurance coverage required in this **Agreement** from a company or companies possessing an A.M. Best rating of A- or better, unless otherwise agreed in writing by **City**.
 - ii. Insurer Qualification. **Forest City** shall obtain all insurance coverage required under this **Agreement** from a company or companies who are listed as “Admitted Carriers” by the California Department of Insurance.
 - iii. Claims Made Policies. If any of the required policies provide coverage on a claims-made basis:

1. The retroactive date of coverage must be shown and must be the earlier of (a) July 1, 2017, (b) the effective date of any applicable agreement between **Forest City** and **City**, or (c) the beginning of **Deployment**.
 2. Insurance coverage must be maintained and evidence of insurance must be provided for at least five (5) years after expiration of this **Agreement**.
 3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a retroactive date consistent with this **Agreement**, each party must purchase "extended reporting" coverage for a minimum of five (5) years after expiration of this **Agreement**.
- iv. Certificate of Insurance. **Forest City** shall provide the **City** with certificates of insurance evidencing the required coverage concurrently with the execution of this **Agreement**, upon each renewal of such policies, and in all events provide to the **City** a certificate showing uninterrupted compliant renewed, continued or replacement coverage not later than ten (10) days prior to the expiration of any existing policy of insurance. The certificates of insurance must include a clause that obligates the insurers to give the **City** at least thirty (30) days advance written notice of cancellation of such policies, and must identify the **City** as an additional insured under such policies.
- v. Self-insured Retention.
1. Each party acknowledges that the other party has a \$500,000 self-insured retention per occurrence for general liability claims; provided, however, that each party shall always maintain adequate capital cash reserves to discharge all self-insured retention related to any asserted claims.
- vi. Higher than Minimum Limits.
1. If **Forest City** maintains higher insurance coverage limits than the minimums set forth herein, the **City** shall be entitled to coverage for the higher limits maintained by **Forest City**. The **City** shall be entitled to receive any insurance proceeds in excess of the specified minimum limits of insurance coverage.
9. **Early Termination**. The **City** may terminate this **Agreement** on ten (10) days' notice to **Forest City** in the event **Forest City** fails to pay when due any reimbursement; provided, further that in the event **Forest City** is in uncured default of its obligation to make payment of any reimbursement for any applicable period, any credit for such period shall be

extinguished and **Forest City** shall be liable for the full reimbursement for all **Deployment**, notwithstanding the stated **Maximum Reimbursement**. Forest City may terminate this Agreement upon ten (10) days' notice to the City in the event of a transfer of control or ownership of the Galleria to a third party in a bona fide 'at arm's length' transaction, engagement of a third party management company or a sale or transfer of the controlling interest in Forest City, an uncured event of default by the City.

10. **No Assignment.** Forest City may not assign its rights or obligations in this **Agreement** without the written consent of the **City**, which consent may be withheld at the **City's** sole discretion, except to an affiliate of Forest City, or as a collateral assignment in conjunction with Forest City's financing for the Galleria; provided however, in the event of a transfer to a third party in a bona fide 'at-arms-length' transaction, if the City does not consent to such assignment this Agreement will be deemed terminated as of the date of the assignment, with the parties reconciling outstanding payments promptly thereafter.

11. **Notices.** Notices required under this **Agreement** shall go to the following:

- a. If to the **City**:

Chief of Police
Redondo Beach Police Department
401 Diamond Street
Redondo Beach, CA 90277

With a copy provided to:

City Attorney
City of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277

- b. If to **Forest City**:

South Bay Center SPE, LLC
c/o Forest City Commercial Management, Inc.
Attn: Alan Schmiedicker
50 Public Square, Suite 1310
Cleveland, OH 44113

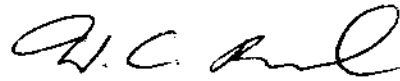
With a copy provided to:

Forest City Realty Trust, Inc.
Attn: General Counsel
50 Public Square, Suite 1360
Cleveland, OH 44113

12. **Entire Agreement.** This **Agreement** sets forth the entire agreement between the **City** and **Forest City** related to the **Deployment** of **City** peace officers at the **Galleria** and supersedes all prior agreements between the parties regarding the same. There are no other statements, representations, understandings, or agreements related to the matter of **Deployment** that are not set forth herein, nor has either party relied on anything not set forth herein in entering into this **Agreement**. Neither this **Agreement** nor the rights and obligations hereunder may be changed, modified, or waived except by an instrument in writing and signed by both parties hereto.
13. **Choice of Law.** This **Agreement** shall be construed in accordance with the laws of the State of California.
14. **Severability.** Should any provision of this **Agreement** be found invalid or unenforceable by a court of competent jurisdiction, the decision shall affect only the provision interpreted, and all remaining provisions shall remain enforceable.
15. **Non-Discrimination.** **Forest City** covenants there shall not be any discrimination based on race, color, creed religion, gender, marital status, age, national origin, ancestry, sexual preference, or any other legally protected classes in any activity conducted at the **Galleria**.
16. **No Partnership.** **Forest City** is neither a partner nor a joint venture with the **City** by reason on this **Agreement**.
17. **Compliance with Law.** **Forest City** must comply with all applicable laws, ordinances, codes, and regulations of the federal, state, and local governments.

{Signatures on following page}

CITY OF REDONDO BEACH, a
chartered municipal corporation organized
under the laws of the State of California



William C. Brand, Mayor

Attest:



Eleanor Manzano, City Clerk

Approved as to Form:



Michael W. Webb, City Attorney

SOUTH BAY CENTER SPE, LLC, a
Delaware limited liability company

By: 

Its: General Manager

Printed name:

Michael Shroben





CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
08/21/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an **ADDITIONAL INSURED**, the policy(ies) must have **ADDITIONAL INSURED** provisions or be endorsed. If **SUBROGATION IS WAIVED**, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER MARSH USA INC. 200 PUBLIC SQUARE, SUITE 3760 CLEVELAND, OH 44114-1824 385367-500K-GAWUX-16-17	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL: ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A: Sentry Insurance A Mutual Co INSURER B: Sentry Casualty Company INSURER C: Navigators Specialty Insurance Company INSURER D: Various - See Attached INSURER E: INSURER F:	NAIC # 24988 28460 36056
---	--	--

COVERAGES **CERTIFICATE NUMBER:** CLE-006188954-01 **REVISION NUMBER:** 3

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDITIONAL SUBROGATION WAIVED	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
C	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> \$500,000 SIR Applies GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input checked="" type="checkbox"/> LOC OTHER:		CE16CGL0977011C	12/31/2016	12/31/2017	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ EXCLUDED PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input checked="" type="checkbox"/> Comp \$1000 <input checked="" type="checkbox"/> Coll Ded \$1000		90-18440-04 (AOS) 90-18440-05 (MA)	11/01/2016 11/01/2016	12/31/2017 12/31/2017	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
D	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$		See Page 2	12/31/2016	12/31/2017	EACH OCCURRENCE \$ See Page 2 AGGREGATE \$ See Page 2
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N N/A	90-18440-07 (AOS) 90-18440-08 (Retro)	12/31/2016 12/31/2016	12/31/2017 12/31/2017	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E L EACH ACC-IDENT \$ 1,000,000 E L DISEASE - FA EMPLOYEE \$ 1,000,000 E L DISEASE - POLICY LIMIT \$ 1,000,000
A	Excess Workers' Compensation and Employers Liability		90-18440-09 (OH)	12/31/2016	12/31/2017	WC Statutory EL Acc/Pol Limit/Emp \$1M/\$1M/\$1M

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
City of Redondo Beach is included as Additional Insured (except Workers Compensation) where required by written contract.

CERTIFICATE HOLDER City of Redondo Beach 401 Diamond Street Redondo Beach, CA 90277	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE of Marsh USA Inc. Manashi Mukherjee <i>Manashi Mukherjee</i>
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AGENCY CUSTOMER ID: 385367

LOC #: Cleveland



ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY MARSH USA INC.		NAMED INSURED Forest City Realty Trust, Inc. 1100 Terminal Tower 50 Public Square Cleveland, OH 44113	
POLICY NUMBER		EFFECTIVE DATE:	
CARRIER	NAIC CODE		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 **FORM TITLE:** Certificate of Liability Insurance

Umbrella/Excess Liability / 12/31/16 - 12/31/17

National Fire & Marine Insurance Company

Policy No. 42-UMO-303190-01

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

American Guarantee and Liability Insurance Company (2nd Layer - \$25M xs \$25M)

Policy No. AEC9301539-15

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Allied World National Assurance Company (3rd Layer - \$25M xs \$50M)

Policy No. 0306-0700

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Great American Insurance Company of NY (4th Layer - \$25M xs \$75M)

Policy No. EXC4101592

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Federal Insurance Company (5th Layer - \$25M p/o \$50M xs \$100M)

Policy No. 9364-19-81

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

The North River Insurance Company (Crum & Forster) (5th Layer - \$25M p/o \$50M xs \$100M)

Policy No. 5228004159

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

12/27/2017

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER MARSH USA INC. 200 PUBLIC SQUARE, SUITE 3760 CLEVELAND, OH 44114-1824 385367-500K-GAWUX-17-18	CONTACT NAME: PHONE (A/C, No. Ext): FAX (A/C, No): E-MAIL ADDRESS: INSURER(S) AFFORDING COVERAGE INSURER A : Sentry Insurance A Mutual Co INSURER B : Sentry Casualty Company INSURER C : Navigators Specialty Insurance Company INSURER D : Various - See Attached INSURER E : INSURER F :	NAIC # 24988 28460 36056
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COVERAGES **CERTIFICATE NUMBER:** CLE-006188954-11 **REVISION NUMBER:** 3

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
C	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> \$500,000 SIR Applies GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:		IS17CGL097701IC	12/31/2017	12/31/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ EXCLUDED PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY <input checked="" type="checkbox"/> Comp \$1000 <input checked="" type="checkbox"/> Coll Ded \$1000		901844004 (AOS) 901844005 (MA)	12/31/2017 12/31/2017	12/31/2018 12/31/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
D	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$		See Page 2	12/31/2017	12/31/2018	EACH OCCURRENCE \$ See Page 2 AGGREGATE \$ See Page 2
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N	901844007 (AOS) 901844008 (Retro)	12/31/2017 12/31/2017	12/31/2018 12/31/2018	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000
A	Excess Workers' Compensation and Employers Liability		901844009 (OH)	12/31/2017	12/31/2018	WC EL Acc/Pol Limit/Emp \$1M/\$1M/\$1M

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Redondo Beach is included as Additional Insured (except Workers Compensation) where required by written contract.

CERTIFICATE HOLDER

City of Redondo Beach 401 Diamond Street Redondo Beach, CA 90277	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE of Marsh USA Inc. Manashi Mukherjee <i>Manashi Mukherjee</i>
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ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY MARSH USA INC.		NAMED INSURED Forest City Realty Trust, Inc. 1100 Terminal Tower 50 Public Square Cleveland, OH 44113
POLICY NUMBER		
CARRIER	NAIC CODE	EFFECTIVE DATE:

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,
FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

Umbrella/Excess Liability: December 31, 2017 to December 31, 2018

National Fire & Marine Insurance Company

Policy No. 42UMO30319002

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

American Guarantee and Liability Insurance Company (2nd Layer - \$25M xs \$25M)

Policy No. AEC930163916

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Allied World National Assurance Company (3rd Layer - \$25M xs \$50M)

Policy No. 03060700

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Great American Insurance Company of NY (4th Layer - \$25M xs \$75M)

Policy No. EXC2274424

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

Federal Insurance Company (5th Layer - \$25M p/o \$50M xs \$100M)

Policy No. 93641981

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate

The North River Insurance Company (Crum & Forster) (5th Layer - \$25M p/o \$50M xs \$100M)

Policy No. 5228036082

Limits: \$25,000,000 Each Occurrence / \$25,000,000 Aggregate



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
06/21/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

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PRODUCER Marsh Risk & Insurance Services CA License #0437153 633 W. Fifth Street, Suite 1200 Los Angeles, CA 90071 Attn: LosAngeles.CertRequest@marsh.com CN114609344-Tanf-CAS-19-20	CONTACT NAME:	
	PHONE (A/C, No, Ext):	FAX (A/C, No):
INSURED South Bay Center SPE, LLC DBA South Bay Galleria 222 N Sepulveda Blvd Suite 2350 El Segundo, CA 90245	E-MAIL ADDRESS:	
	INSURER(S) AFFORDING COVERAGE	
	INSURER A: Travelers Property Casualty Co. of America	NAIC # 25674
	INSURER B: XL Catlin AMB# 052919	
	INSURER C: Travelers Indemnity Company of Connecticut	25682
	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES	CERTIFICATE NUMBER: LOS-002435784-04	REVISION NUMBER:
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.		

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Employee Benefit Liability <input checked="" type="checkbox"/> \$1M occ/\$2M agg GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC <input type="checkbox"/> OTHER			Y-660-3L773836-TIL-18	12/31/2018	12/31/2019	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
C	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			810-2K91282A-18-14-G	12/31/2018	12/31/2019	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$			AU00008821LI19A	01/01/2019	01/01/2020	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input checked="" type="checkbox"/> N	N/A				PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Re: South Bay Galleria, 1815 Hawthorne Blvd, Suite 201, Redondo Beach, CA 90278

CERTIFICATE HOLDER City of Redondo Beach 415 Diamond Street Redondo Beach, CA 90277	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE of Marsh Risk & Insurance Services Kenneth Chau
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Office of the City Manager

415 Diamond Street, P.O. Box 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 372-1171
fax 310 379-9268

June 16, 2021

Michael Sharobiem
General Manager
South Bay Center SPE, LLC
1815 Hawthorne Bl., Suite # 201
Redondo Beach, CA 90278

Dear Mr. Sharobiem:

On July 1, 2019 a First Amendment to the Services Reimbursement Agreement ("First Amendment"), was entered into between the City of Redondo Beach and South Bay Center SPE, LLC for deployment of City peace officers at the South Bay Galleria. The First Amendment extended term of the Services Reimbursement Agreement, originally entered into on August 15, 2017, ("Agreement") to June 30, 2021. Specifically, the First Amendment states in part:

"The term of the Agreement shall expire at 11:59 p.m. on June 30, 2021 ("Term"). The City may extend this agreement for one additional year by providing South Bay Center written request to extend by the City Manager or his designee and upon approval by the Mayor."

On June 15, 2021, William C. Brand, Mayor of the Redondo Beach and the Redondo Beach City Council approved the request to extend the Agreement for one additional year extending the Agreement until June 30, 2022. Please accept this letter as the formal one-year extension request of the Agreement. Please sign below which shall operate as an acknowledgment and acceptance of the one-year extension of the Agreement until June 30, 2022.

Thank you for the opportunity to continue this partnership between the City of Redondo Beach and the South Bay Galleria.

Sincerely,



Joe Hoefgen
City Manager

ACKNOWLEDGEMENT AND ACCEPTANCE OF THE ONE-YEAR EXTENSION OF THE AGREEMENT UNTIL
JUNE 30, 2022.



Dated: 6.18.21

South Bay Center SPC, LLC

By: Michael Sharobiem, Vice President and General Manager

QIC Properties US, Inc., a Delaware Corporation, its authorized agent



Administrative Report

J.1., File # 22-4316

Meeting Date: 6/14/2022

TITLE

For eComments and Emails Received from the Public

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING JUNE 14, 2022

J.1 PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

PUBLIC COMMUNICATIONS

From: Wendy Weber
To: CityClerk: shiggins31@aol.com
Subject: Acquiring permanent pickleball courts
Date: Sunday, June 12, 2022 2:08:53 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

I would like to see permanent Pickleball courts in Redondo Beach. The demand is enormous and it is America's fastest growing sport. Redondo Beach could greatly benefit from hosting tournaments because the potential for revenue is significant. Revenue is not only generated from tournament fees but vendors, food and merchandise sales. Please support this amazing sport and allocate permanent courts preferably next to the Ruby's parking lot.

Wendy Weber

Below is an example of El Segundo's upcoming tournament fees which generated close to 40k.

Competition Events

Amateur - Men's Doubles (Skill/Age) - 3.0 or greater skill levels only) (5.0 or lower skill levels only): Thu 06/23/22	\$40.00	8	\$320.00
Amateur - Men's Singles (Skill/Age) - 19+,35+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Men's Singles (Skill/Age) - 50+,60+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sat 06/25/22	\$40.00	8	\$320.00
Amateur - Mixed Doubles (Skill/Age) - 50 and older (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Mixed Doubles (Skill/Age) - below age 50 (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sat 06/25/22	\$40.00	8	\$320.00
Amateur - Women's Doubles (Skill/Age) - 50 and older (3.0 or greater skill levels only) (5.0 or lower skill levels only): Thu 06/23/22	\$40.00	8	\$320.00
Amateur - Women's Doubles (Skill/Age) - below age 50 (3.0 or greater skill levels only) (5.0 or lower skill levels only): Sun 06/26/22	\$40.00	8	\$320.00
Amateur - Women's Singles (Skill/Age) - 19+,35+ (3.0 or greater skill levels only) (5.0 or lower skill levels only): Fri 06/24/22	\$40.00	8	\$320.00
Amateur - Women's Singles (Skill/Age) - 50+,60+ : Sat 06/25/22	\$40.00	8	\$320.00
Los Angeles Shootout \$1000 (Prize Money) (4.5 or greater skill levels only) (5.0 or lower skill levels only): Wed 06/22/22 3:00pm	\$70.00	16	\$1,120.00
Men's PRO Doubles (4.5 or greater skill levels only): Sat 06/25/22	\$130.00	28	\$3,640.00
Men's Pro Singles (4.5 or greater skill levels only): Sun 06/26/22	\$130.00	32	\$4,160.00
Men's Senior PRO Doubles: Sat 06/25/22	\$120.00	28	\$3,360.00
Men's Senior PRO Singles: Sun 06/26/22	\$120.00	28	\$3,360.00
Mixed PRO Doubles (4.5 or greater skill levels only): Fri 06/24/22	\$130.00	28	\$3,640.00
Mixed Senior PRO Doubles: Fri 06/24/22	\$120.00	28	\$3,360.00
Women's PRO Doubles (4.5 or greater skill levels only): Sat 06/25/22	\$130.00	28	\$3,640.00
Women's PRO Singles (4.5 or greater skill levels only): Sun 06/26/22	\$130.00	28	\$3,640.00
Women's Senior PRO Doubles: Sat 06/25/22	\$120.00	28	\$3,360.00
Women's Senior PRO Singles: Sun 06/26/22	\$120.00	28	\$3,360.00
Total Tournament Fees =			\$39,520.00

From: [Lynn Carroll-Carter](#)
To: [CityClerk](#)
Subject: Pickleball in Redondo Beach
Date: Sunday, June 12, 2022 9:47:18 AM


CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Redondo Beach City Council:

I am a Redondo Beach resident in district 2 and would like to see dedicated pickle ball courts in Redondo Beach. I play 5-6 days per week and would love to see the city that I live in have a facility comparable to the Alta Vista tennis facility.

As we all know, pickleball is the fastest growing sport in America. Let's get our Redondo Beach residents moving, on our own pickleball courts! Both young and "older" players!
The sooner, the better.

Thank you.

Lynn Carter

Redondo Beach

From: [Susuan Gallagher](#)
To: [CityClerk](#)
Subject: Pickleball Courts
Date: Tuesday, June 14, 2022 1:15:09 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

I am a PB player. I live in RB. We need courts. This is the fastest growing sport. It started for retirees...which is me...but has grown to include all ages. Calif. is noted for sun and exercise...making us all healthier long living people. Please vote for courts in our community.

From: [BOBBY TREVINO](#)
To: [CityClerk](#)
Subject: Pickleball courts
Date: Tuesday, June 14, 2022 1:55:33 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

To City council , I'm requesting that you pass a motion to budget for the funds necessary for a dedicated pickleball facility next to the gymnasium at the Aviation site. As you've been made aware, we are in need of facilities as the number of players is growing every day and there is a shortage of places to play. If you're not willing to give us one tennis court at Alta Vista, it makes it of utmost importance that we have a permanent facility for pickleball.

Thank you for your consideration.

Bobby Trevino
Redondo Beach resident
69 year native of the South Bay

From: [Stop BCHD](#)
To: [CityClerk](#); cityclerk@torranceca.gov
Cc: Al.Muratsuchi@asm.ca.gov; pnovak@jalafco.org; Ben.Allen@sen.ca.gov; HollyJMitchell@bos.lacounty.gov
Subject: Non-Agenda Item Public Comment Highlighting BCHD Self Assessment of Elective Failure to "Strive" for Consistency and Balance in Bulk and Mass
Date: Thursday, June 9, 2022 9:47:37 AM
Attachments: [BCHD Plan Fails RBMC 10-2.2502 Planning Commission Design Review Sect b\(4\) Balance and Integration Update with BCHD Language.pdf](#)

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Mayors, Councils, Planning Commissions:

At the following link, there are excerpts from BCHD FEIR demonstrating that BCHD made no attempt to "strive" to be i balance and integration in mass and bulk, and instead, chose as PROJECT PROPONENT to supplant the judgement of the City of Redondo Beach and further, take the rights in the RBMC from residents and property owners.

<https://www.stopbchd.com/post/bchd-plan-fails-rbmc-10-2-2502-planning-commission-design-review-sect-b-4-balance-and-integration>

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STOP BCHD (StopBCHD@gmail.com) is a neighborhood community of residents concerned about the economic and quality-of-life damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict on our families for the next 50-100 years. Our neighborhoods have been burdened since 1960 and the damages outweigh any benefits.



BCHD Plan Fails RBMC 10-2.2502 Planning Commission Design Review Sect b(4) "Balance and Integration

Updated: 1 minute ago

The full statement in the RBMC for b(4) is "Balance and integration with the neighborhood. The overall design shall be integrated and compatible with the neighborhood and shall strive to be in harmony with the scale and bulk of surrounding properties."

IN BCHDs OWN WORDS

"the height and mass of the proposed RCFE Building would be greater than what currently exists and is visible on-site" FEIR 3.1-43

"The proposed RCFE Building would be visually prominent from this viewpoint, rising above the retaining walls and vegetation along eastern slope in the mid-ground. The proposed 6-story RCFE Building would be substantially taller and larger than the existing 1- to 5-story buildings currently on-site, as well as the adjacent 1- to 4-story buildings. The RCFE Building would reduce access to views of the open sky for motorists, bicyclists, and pedestrians traveling westbound Towers Street and turning on Flagler Lane." FEIR 3.1-43

"the proposed RCFE Building would be substantially taller and would have substantially more massing than buildings in the vicinity, thereby reducing the view of open sky above" FEIR 3.1-55

BCHDs FAULTY AND SELF SERVING CONCLUSION

BCHD does not have the authority to draw conclusions on RBMC and TMC. As a result, it cannot. RBMC is intended to protect Redondo Beach residents and property values, and BCHD fails, despite its false assertion that "the Phase 1 preliminary site development plan would meet the development standards described in the Redondo Beach and Torrance General plans and municipal codes" FEIR 3.1-55. **Adoption of such a flawed opinion from the project proponent would leave the City open to litigation from property owners who are clearly not having their property values protected, nor, are they being protected through enforcement of the RBMC.**

Height

BCHD proposed height fail any reasonable scale integration standard. BCHD is proposing 109.7-feet above Beryl & Flagler streets. BCHD will be approximately 150-feet above Redbeam neighborhood properties in Torrance. All surrounding zoning for BCHD, and existing structures, are 30-foot maximum zoning in Redondo Beach, and 27-foot maximum zoning in Torrance. That includes the light commercial zoning of the Vons Plaza.

Size

BCHD proposed square feet in size fails any reasonable scale integration standard. BCHD is proposing a single 300,000 sqft building in Phase 1 that will be at 109.7-feet above Beryl & Flagler streets, and 83-feet above the internal courtyard. At 300,000 sqft, the single proposed building in Phase 1 is roughly the same size as the entire

312,000 sqft current campus buildings (according to BCHD EIR NOP). Following Phase 2, BCHD will be 800,000 sqft of buildings, which is larger than all Beryl Heights properties added together. Clearly, a facility that is larger than the entire adjacent neighborhood can make no claim of balance, integration or harmony in scale and bulk with surrounding properties.

BCHDs proposed height of 83-feet above the internal courtyard is for Phase 1 provides 300,000 sqft at 83-feet. Except for a single 968-sqft mechanical room ("the Penthouse"), the rest of the 311,000 sqft of the existing campus buildings are at 52-feet or lower. Thus, BCHD has made no attempt to integrate with the neighborhood scale for Redondo Beach or Torrance, both of which are 30-feet or less. Further, BCHD has not even been balanced with the existing campus, as it nearly doubles the campus sqft of size while increasing the height to 160% of 311,000 sqft feet of existing campus.

This all fails to consider that BCHD's Phase 2 is an 8-10 story parking ramp on the south perimeter of campus and a 4-story, approximately 70-foot structure on the west side, rounding out the 800,000 sqft. Those two structures further ignore integration with the neighborhoods in scale and bulk.

Perimeter Bulk/Mass/Height Maximization

BCHD proposed development is nearly all on the perimeter of the site, maximizing, not minimizing the bulk and visual size of the structures. BCHD is also ignoring its obligation to respect the natural terrain of the existing 30-foot elevated site, thereby creating a massive visual out-of-scale compound on the north, east and south where it is 100 to 150-feet above neighboring development.

Admitted Failure to Integrate by BCHD

In conclusion, BCHD has made no attempt to integrate in scale or bulk, nor has it met its obligation to "strive". Instead, it has ignored the neighborhood input and that of CWG members from the neighborhoods.

BCHDs Proposal is Significantly out of Scale with Surrounding Property Heights



BCHDs Proposal is Significantly Taller than the Existing Campus Buildings

BCHD is proposing 300,000 sqft at 83-feet while the existing campus buildings are 311,000+ sqft at less than 52-feet. Only one single 968-sqft mechanical room is 76-feet and it is located in the center of campus.

South Bay Hospital Campus Buildings Elevation Review

Per BCHD EIR NOP, the SBHD campus is 76-feet tall and 312,000 sqft

Per BCHD PRA Response, only 968 sqft or 0.3% is 76-feet tall

That leaves **99.7% or 311,032 sqft at 51-feet tall or less (4 stories)**

Average campus height is approximately 30-feet per Google Earth Pro review

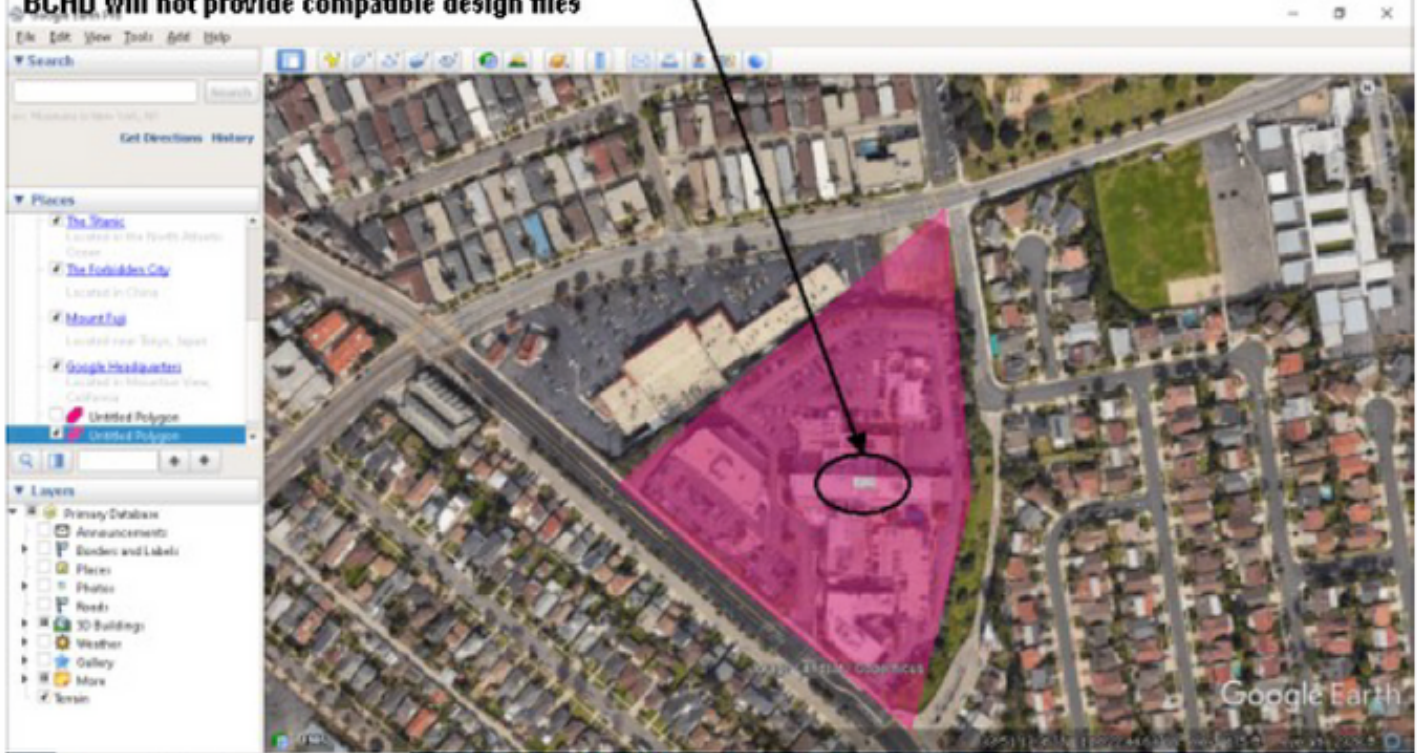


BCHDs Current 76-foot Projection is located far from perimeter of campus in a mass and height minimizing position. The remainder of the campus buildings are 52-feet or lower.

BCHD's environmental report states the campus has 312,000 sqft of buildings. Only one little tiny "penthouse" is 76-feet tall and that 0.3% of the buildings.

Google Earth Pro Simulation

BCHD will not provide compatible design files

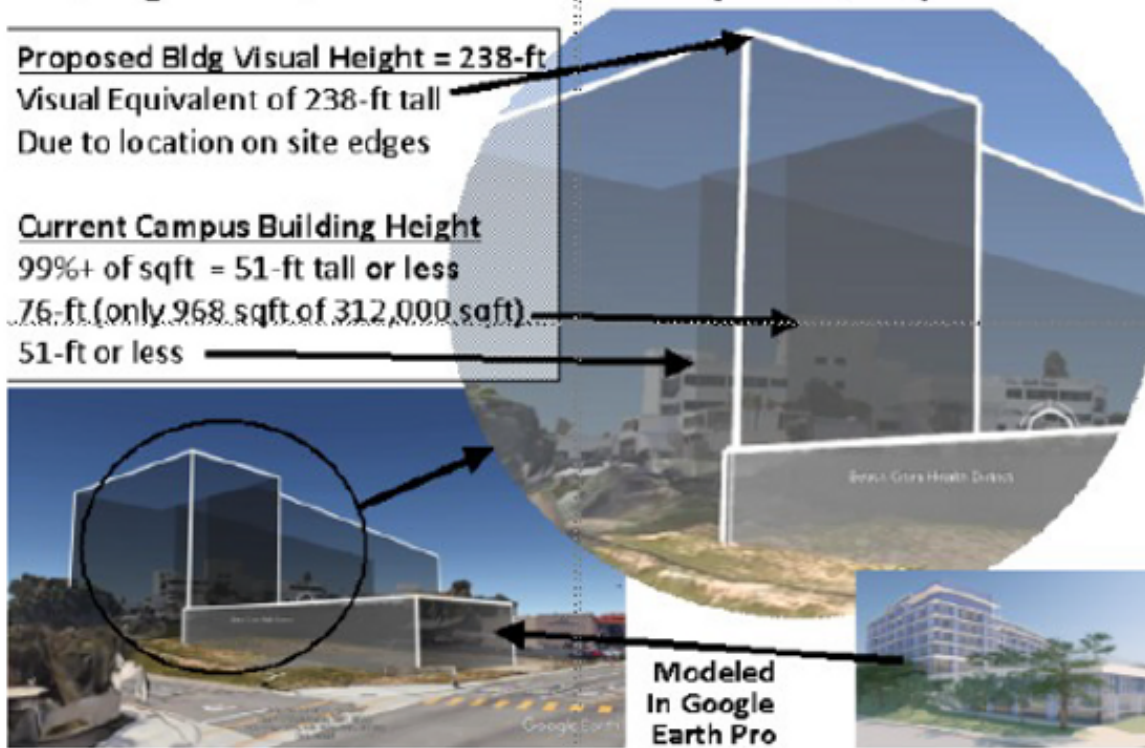


BCHDs Proposed Placement on the Perimeter of Campus Maximizes Bulk and Mass Compared to the Existing Hospital Building. BCHD Fails the "Strive" Test.

By not respecting the elevated site terrain, BCHD creates an equivalent height of 238-feet tall from the N/NE/E Views

Proposed Bldg Visual Height = 238-ft
Visual Equivalent of 238-ft tall
Due to location on site edges

Current Campus Building Height
99%+ of sqft = 51-ft tall or less
76-ft (only 968 sqft of 312,000 sqft)
51-ft or less



BCHDs Proposed Commercial 1950s Miami-Style Hotel Design is Clearly Makes No Attempt to be Compatible with Residential Neighborhoods



From: [Glen and Nancy Yokoe](#)
To: [CityClerk](#)
Cc: stopbchd@gmail.com
Subject: Non-Agenda Item Public Comments for 6/16/22 Planning Commission Meeting
Date: Thursday, June 9, 2022 4:47:09 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Honorable Mayor, Councilpersons and Planning Commissioners of Redondo Beach,

We respectfully ask that you refer to the Public Comment RE: BCHD to the Redondo Beach Planning Commissioners, dated 6/6/22, already provided to the CityClerk@redondo for inclusion into the Public Record at the Redondo Beach Planning Commission meeting on 6/16/22.

We ask Commissioners to strictly enforce the RB Municipal Code regarding Conditional Use Permits and Planning Commission Design Review in order to protect surrounding property values and deny adverse impacts from BCHD's 110 ft tall, 800,000 square foot proposed development.

Additionally, there is immense concern about the assault the 5+ years project subjects the surrounding citizenry and businesses to.

The CEO and Board of Directors fail to remember what the "H" in their acronym, BCHD, represents. Through misguided actions and feckless inactions, BCHD's showpiece Healthy Living Campus(HLC), is about all things other than HEALTH.

Parents transporting or walking their children to and from local schools cite already existing traffic safety issues. Increasing the number of vehicles(on site workers, etc.), then adding heavy trucks, dangerously compounds an unsafe environment for anxious car drivers and pedestrians crossing nearby intersections.

BCHD's own DEIR denotes unmitigable noise that will far exceed maximum allowable levels in residential neighborhoods. Besides the distractions from daily excessive noise, this can be associated with but not limited to increased blood pressure, depression, agitation, anxiety, stress and insomnia. Imagine nighttime workers counting on sleeping during the day at home near this project.

BCHD's Phase II Environmental Assessment Report by Converse Consultants(dated 2/26/20) found hazardous VOC(volatile organic compounds) and carcinogens on site.

PCE(perchloroethylene)was detected in 29 of 30 samples, in amounts up to 150 times the allowable residential screening levels. Chloroform and Benzene were detected at 13 and 7 times the allowable residential levels, respectively.

Any concerned person might ask, "who might be breathing these toxins" on a daily basis through excavation, demolition and debris transport? The area residents, and, critically, children on the playgrounds and classrooms of TWO elementary schools both less than 1/8 of a mile from the pollution source, BCHD. The affected schools: Beryl Heights in RB and Towers Elementary in West Torrance, the latter situated adjacent to Beryl St., the proposed route for dump trucks hauling debris from the worksite. Furthermore, normal frequent wind and sea breezes in the area will be a 24/7 conduit for the airborne hazards aforementioned.

BCHD's CEO and Board of Directors are inconceivably unconcerned about the SAFETY and WELLBEING of their neighbors. While they preach health as their impetus and in their messaging, they fail dismally in their concern for BCHD's unnecessary and irreversible consequences from an overdone, incompatible, ill-conceived, unsafe and unhealthy HLC project.

Respectfully,

Glen H. and Nancy N. Yokoe, 45+ years residents of West Torrance

From: [Susan Oliver](#)
To: [CityClerk](#); [Stop BCHD](#)
Cc: [Stop BCHD](#)
Subject: on-Agenda Item Public Comments for 6/16/22 Planning Commission Meeting
Date: Friday, June 10, 2022 3:57:34 PM

CAUTION: Email is from an external source; *Stop, Look, and Think* before opening attachments or links.

Dear Counsel Members,

The Beach City Health Department plans to expand the facility will adversely impact property values and quality of life for residents and property owners. The size and plan does not fit the area or surrounding infrastructure further aggravating the existing density and traffic issues to arguably the busiest area of Redondo Beach which includes the existing BCHD, Redondo High, Beryl and Towers elementary schools, Parris Middle School, the library, police department and city administrative facilities. The proposed public park space will ultimately serve as a breeding ground homeless encampments and drug use. The currently closed service road below BCHD frequently has homeless people many of whom suffer from mental illness and drug addiction issues. It took months for the city to finally cut back the trees and shrubbery in that area to remove areas where the homeless could set up encampments. Despite cutting back the trees there continues to be a homeless and trash problem in that area.

The current facility is already an eye sore, high traffic and high noise nuisance. However, it was in place prior to many of the residences moving to the area, my family included. But to knowingly increase the negative impact by building a large structure that will be out of balance for the neighborhood, cause more traffic in a residential area and increase noise including sirens and heavy trucks plus automotive noise is irresponsible. Building or increasing the size of the facility is irresponsible to the community and not fair to the neighborhood.

Please do not approve the increased or additional facilities of the BCHD.

Sue Oliver


Redondo Beach, CA

From: Stop BCHD
To: Al.Muratsuchi@asm.ca.gov; Ben.Allen@sen.ca.gov; Holly.Mitchell@bos.lacounty.gov; CityClerk; cityclerk@torranceca.gov; cityclerk@hermosabeach.gov; cityclerk@manhattanbeach.gov; Lisa.Jacobs; Kevin.Cody
Cc: Communications; pnovak@lalafo.org; Vanessa.I.Poster; martha.koo@bchd.org; Martinez.Oscar; Noel.Chun; Jane.Diehl; Michelle.Bholat; Stop.BCHD
Subject: Press Release - Discretionary Permitting Activity Regarding BCHD
Date: Saturday, June 11, 2022 11:02:48 AM
Attachments: [image.png](#)
[Slide3.PNG](#)
[Slide1.PNG](#)
[Slide2.PNG](#)
[BCHD.Press.Release.6-11-22.pdf](#)

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

For Public Record Inclusion, Mayors, Councils, Planning Commissions Torrance, Redondo, Hermosa, and Manhattan Beach

StopBCHD.com
StopBCHD@gmail.com



Stop BCHD Overdevelopment
Enforce Municipal Codes and Protect Quality of Life

FOR IMMEDIATE RELEASE

STOPBCHD.COM TO PARTICIPATE WITH CITIES IN DISCRETIONARY PERMITTING OF 110-FOOT TALL, 800,000 SQFT DEVELOPMENT ON LEASED BCHD SITE *StopBCHD.com Will Not Engage in Bilateral Discussions With Beach Cities Health District*

Hermosa Beach/Manhattan Beach/Redondo Beach (“Beach Cities”)

Along with other groups and individuals, BCHD has asked to meet with StopBCHD.com regarding BCHDs proposed 110-foot tall, 800,000 sqft project permitting on an elevated site above over 2,500 residents in the surrounding one-half mile alone.

After discussions with other Neighborhood Quality-of-Life groups and proponents, StopBCHD.com is declining a meeting with BCHD and continuing our efforts to gain a valid, impartial forum at the Cities of Redondo Beach and Torrance using their required discretionary permit hearings.

From the perspective of surrounding residents, BCHDs actions to date have INCREASED project mass, bulk, visual height, noise transmission, privacy loss, and Quality-of-Life damages to the surrounding neighborhoods, as opposed to BCHD “striving” to MINIMIZE such damages as mandated in Municipal Codes.

StopBCHD.com observes that prior public comments to BCHD have not resulted in enhanced Neighborhood Quality-of-Life actions by the taxpayer-owned and funded agency and former voter-approved hospital district (public acute care hospital ceased operations in 1984 after only 24 years of public operation).

StopBCHD.com will consider discussions with the project’s Developer/Owner/Operator when that firm steps forward out of the shadows. The D/O/O will be leasing the public, P-CF zoned land BCHD site to build a facility that will be Owned and Operated by the private Developer according to materials from BCHD’s Investment Banking Firm and Permitting Project Management Consultants.

BCHD is slated to continue spending more than one year’s annual operating budget on permitting the project (approximately \$16M).

Attachment: Real Estate Development Chronology

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StopBCHD.com (StopBCHD@gmail.com) is a Neighborhood Quality-of-Life Community concerned about the quality-of-life, health, and economic damages that BCHDs 110-foot above the street, 800,000 sqft commercial development will inflict for the next 50-100 years. Our neighborhoods have been burdened since 1960 by the failed South Bay Hospital project and have not received the benefit of the voter-approved acute care public hospital since 1984. Yet we still suffer 100% of the damages and we will suffer 100% of the damages of BCHDs proposal.

Chronology of BCHD Negative Responses to Surrounding Residents

	Baseline 2017	Reference	EIR NOP 2019	FEIR 2021	Pre-CUP 2022
Description	BCHD represented to the CWG that the HLC concept to protect surrounding properties and uses was to buffer the main compound with surface parking and greenspace	All Beryl Heights neighborhood residential homes added together	BCHD proposed the "Great Wall of Redondo" design that was 60-feet tall on the elevated site and built on the north, east and south perimeter of the site, with the pavilion on the west perimeter	BCHD moved the RCFE to the north and east perimeter, removed underground parking, added a parking ramp at Prospect & Diamond, and left the pavilion on the west perimeter	BCHD reduced the height of the RCFE very modestly, all other factors substantially unchanged
Height (above elevated site)	N/A	N/A	60-feet	103-feet	83-feet
Height (above Beryl St)	N/A	30-feet (max)	87-feet	133-feet	109.7-feet
Size (sqft above ground)	N/A	633,500-sqft	729,000-sqft	792,000-sqft	792,000-sqft
Size (sqft below ground)	N/A	N/A	160,000-sqft parking	0 (parking moved to surface ramp)	0 (parking moved to surface ramp) 497

Chronology of BCHD Negative Responses to Surrounding Residents

2017



60-ft tall / 160,000 sqft underground / 729,000 sqft surface

2019



103-ft tall / 0 sqft underground / 792,000 sqft surface

2021



83-ft tall / 0 sqft underground / 792,000 sqft surface

2022



Chronology of BCHD Negative Responses to Surrounding Residents

2017

BCHD Committed to Protect Neighborhoods with Buffer/Setbacks and then Ignored Commitment



60-ft tall / 160,000 sqft underground / 729,000 sqft surface

Proposed Little to No Buffer or Setback

2019



2021

103-ft tall / 0 sqft underground / 792,000 sqft surface

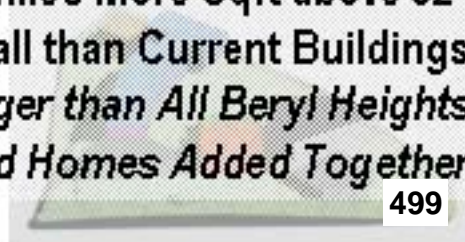
1. Removed Underground Parking
2. Increased Surface SQFT of Buildings
3. Height Increased from 60 to 103-feet



83-ft tall / 0 sqft underground / 792,000 sqft surface

2022

1. Marginal Reduction in Height
2. Phase 1 is 300-Times More Sqft above 52-feet Tall than Current Buildings
3. Phase 2 is 600-Times More Sqft above 52-feet Tall than Current Buildings
4. *Larger than All Beryl Heights Neighborhood Homes Added Together*



From: [Mark Nelson \(Home Gmail\)](#)
To: [CityClerk](#); [Michael Webb](#)
Cc: [Al.Muratsuchi@asm.ca.gov](#); [Ben.Allen@sen.ca.gov](#); [HollyJMitchell@bos.lacounty.gov](#)
Subject: Public Comment - Non-agenda Item - BCHD
Date: Wednesday, June 8, 2022 2:04:37 PM
Attachments: [Gmail - RE_CPRA - PACE.pdf](#)

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Mayor, Council, Planning Commissioners, City Attorney:

BCHD asserts there is a need in the District for a 400 person PACE facility, yet, BCHD continues to withhold any documentation of the need. According to the National PACE Association, only 1 in 1000 seniors utilizes PACE, therefore, predicting only 17 PACE participants in the 3 beach cities. 100% of PACE participants must be nursing home certified. Further, 99% of PACE participants are funded by MediCaid/MediCal, a demographic that is less common in the 3 beach cities than in the country or LA county in general. Therefore, PACE has little to no NEED and is therefore of virtually NO VALUE to the 3 beach cities.

Note that BCHD withheld its administrative response to a CPRA for nearly 6 months. There is NO CONTENT in the response, so there is no reason for the delay.

Mark Nelson
Redondo Beach

Attachment, BCHD CPRA non-response



Mark Nelson <menelson@gmail.com>

RE: CPRA - PACE

PRR <PRR@bchd.org>

Wed, Jun 8, 2022 at 1:49 PM

To: "Mark Nelson (Home Gmail)" <menelson@gmail.com>, PRR <PRR@bchd.org>

Mark,

Please see below (in red) for the District's response to your public records request received 1/28/22 that reads:

CPRA REQUEST - Provide all documents demonstrating BCHDs estimate usage of the planned 400 person PACE by zip code.

To the extent that your request seeks records that are not related to final determinations, or to records that have not already been published, such information remains privileged by the District. The District plans to announce the proposed partner for the PACE program this summer/fall.

Below is additional information/context:

Under the Public Records Act ("PRA"), Cal. Gov. Code § 6254 sets forth certain categories of records that have been exempted from the disclosure requirements of the PRA. These exemptions have been enumerated due to concerns regarding the confidentiality and sensitivity of the information contained therein. Additionally, Cal. Gov. Code § 6255 recognizes that not every specific category of records can be detailed in a statute, and instead sets forth a standard under which any record may be exempt from disclosure if "the public interest served by not disclosing the record clearly outweighs the public interest served by disclosure of the record." This same balancing-of-interests test is also set forth in the §6254(a) exemption related to preliminary drafts, notes and intra-agency memoranda. One of the important public interests that the California Supreme Court has recognized as exempting documents from disclosure is known as the "deliberative process privilege."

Under the deliberative process privilege, senior officials of all three branches of government are not required to disclose or to be examined concerning the mental processes by which a given decision was reached, as well as the substance of conversations, discussions, debates, deliberations, and like materials reflecting advice, opinions, and recommendations by which government policy is processed and formulated. California courts have recognized three policy bases for the deliberative process privilege: (1) It protects creative debate and candid consideration of alternatives within an agency, (2) it protects the public from the confusion that would result from premature exposure to discussions occurring before the policies affecting it had actually been settled on, and (3) it protects the integrity of the decision-making process itself by confirming that officials should be judged by what they decide, not for matters they considered before making up their minds. Cal. First Amendment Coalition v. Superior Court, 67 Cal. App. 4th 159 (quoting Times Mirror Co. v. Superior Court, 53 Cal. 3d 1325, 1351 [1991], Jordan v. United States Dept. of Justice 591 F.2d 753, 772-773 [D.C. Cir. 1978]). "Courts have been particularly vigilant to protect communications to the decision maker before the decision is made." Times Mirror Co. v. Superior Court, 53 Cal. 3d 1325, 1341 (1991).

Additionally, Cal. Gov. Code § 6254(k) exempts from disclosure records that are otherwise privileged under state law, such as "official information", which is information provided to a government entity on a confidential basis, and "trade

secrets", such as proprietary tools and assessments developed by a third party.

The identified requests seek exactly the type of pre-decisional information that is protected by the deliberative process privilege, such as proposals, analyses, and preliminary reports that may contain internal discussions and recommendations considered by the District prior to reaching final conclusions.

Per the District Notice to you dated March 1, 2022, Re: Notice of Suspension of Document Production, and after the District has notified you in accordance with this Notice that the back-log of your Public Records Requests have been fully processed, if you believe we have not correctly interpreted your request, you may thereafter resubmit your request with a description of the identifiable record or records that you are seeking.

Thank you.

Creating a healthy beach community.

Protect Yourself and Others from COVID-19



Get Vaccinated and Boosted • Upgrade Your Mask • Wash Your Hands • Stay Home and Test When Sick

THE PRECEDING E-MAIL, INCLUDING ANY ATTACHMENTS, CONTAINS INFORMATION THAT MAY BE CONFIDENTIAL, BE PROTECTED BY ATTORNEY CLIENT OR OTHER APPLICABLE PRIVILEGES, OR CONSTITUTE NON-PUBLIC INFORMATION. IT IS INTENDED TO BE CONVEYED ONLY TO THE DESIGNATED RECIPIENT. IF YOU ARE NOT THE INTENDED RECIPIENT OF THIS MESSAGE, PLEASE NOTIFY THE SENDER BY REPLYING TO THIS MESSAGE AND THEN DELETE IT FROM YOUR SYSTEM. USE, DISSEMINATION, DISTRIBUTION, OR REPRODUCTION OF THIS MESSAGE BY UNINTENDED RECIPIENTS IS NOT AUTHORIZED AND MAY BE UNLAWFUL.

From: Mark Nelson (Home Gmail) <menelson@gmail.com>
Sent: Friday, January 28, 2022 12:40 PM
To: PRR <PRR@bchd.org>
Cc: Paul Novak <pnovak@lalafco.org>
Subject: CPRA - PACE

Based on the following facts, use of PACE will be de minimis in the 3 beach cities

1) PACE requires nursing home need certification

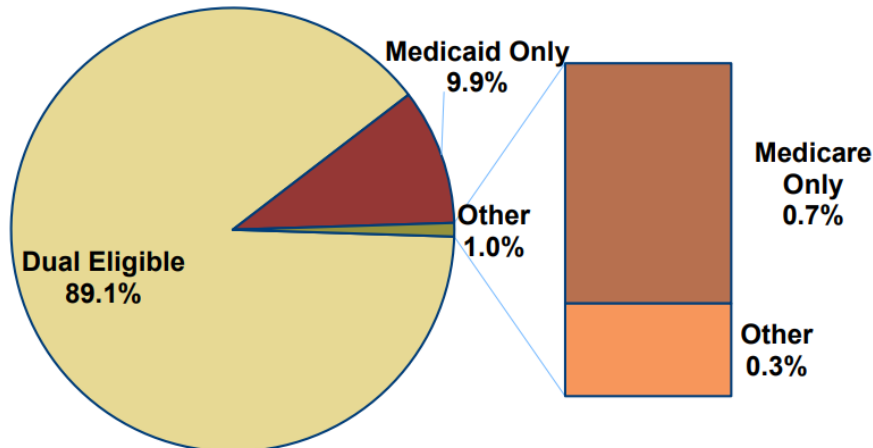
Who can get PACE?

You can have either Medicare or Medicaid, or both, to join PACE. PACE is only available in some states that offer PACE under Medicaid. To qualify for PACE, you must:

- Be 55 or older
- Live in the service area of a PACE organization
- Need a nursing home-level of care (as certified by your state)
- Be able to live safely in the community with help from PACE

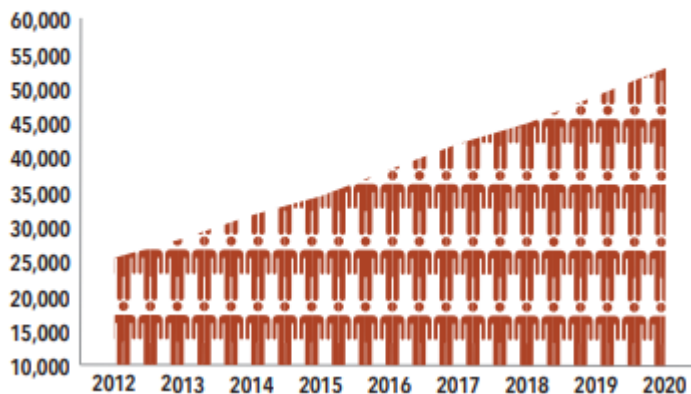
2) Only 1% of participants are cash buyers, 99% have Medicaid for nursing home coverage

99% of PACE enrollees are Medicaid eligible



3. Only 1 in 1000 seniors participates, with a consistent, roughly 10% linear growth rate that doubles every 7 years

PACE ENROLLMENT APPROXIMATELY 55,000



4. PACE is available in the 3 beach cities, there are 16,000 seniors in the 3 beach cities, which implies only 16 participants "IF AND ONLY IF" the 3 beach cities have the same Medicare+Medicaid population fraction as the US, and that is very doubtful, especially for anyone with the asset of a residence.

CPRA REQUEST -

Provide all documents demonstrating BCHDs estimate usage of the planned 400 person PACE by zip code.

From: [Frank Briganti](#)
To: [CityClerk](#)
Subject: Re: BCHD Massive Constructive Long Term Project -AGAINST ANY PERMITS
Date: Sunday, June 12, 2022 1:37:59 PM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Fro Public Record

CC. Mayor, City Council , City Attorney, Planning Comm, All City Depts

**** NO CONDITIONAL or UNCONDITIONAL PERMITS BE ISSUED***

ALL THE ABOVE PLEASE ADDRESS THE AFFECT OF BCHD PROJECT ON THE ADJACENT
NEIGHBORHOODS (300 HOMES & SCHOOLS(3 SCHOOLS)

1. Endangerment to resident & school children)health !!!
 2. Major Safety regarding major auto traffic cut through paths(homes & schools)
 - 3 + 20 issues already sent to RBC & BCHD * an NOT ADDRESSED?
- Thanks Dr. Frank Briganti

Sent from my iPad



Administrative Report

L.1., File # 22-4347

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: JENNIFER PAUL, FINANCE DIRECTOR

TITLE

CONTINUED PUBLIC HEARING TO CONSIDER THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

- a. Reconvene the Public Hearing, take testimony;
- b. Continue the Public Hearing to June 21, 2022; and
- c. Receive and file Budget Response Reports.

EXECUTIVE SUMMARY

On May 16, 2022, in accordance with the City Charter, the Mayor and City Council received the Proposed Budget for FY 2022-23 and the Proposed Five-Year Capital Improvement Program (CIP). On May 17, 2022, the first Public Hearing on these documents was conducted and continued to June 7, 2022 and then again to June 14, 2022. The May 17th Public Hearing provided an introduction and summary of the proposed budget. The June 7th Budget Hearing focused on department operations. The June 14th Budget Hearing will be focused on proposed capital projects. The June 21st Hearing will be focused on Council consideration of Budget Adoption.

BACKGROUND

The Proposed Fiscal Year 2022-23 Budget is balanced in accordance with the City Council's adopted Financial Principles. If all recommended Decision Packages are adopted as modifications to the core budget, the General Fund's unallocated balance (total revenues over expenditures) would be \$1.8M. To date, 37 Budget Response Reports have been prepared and submitted to the City Council, 25 of which were provided for the June 7th Budget Hearing and 11 provided with this report (see attached). An additional 9 Budget Response Reports are scheduled to be delivered as Blue Folder Items for the June 14th meeting.

The City Manager's budget message describes the budget development process, the City's projected financial outlook for the upcoming fiscal year, proposed General Fund revenues and expenditures, and recommended decision packages. The departmental sections of the budget document discuss core service activities, key projects and assignments, and customer service and referral work measures. Financial Summary (mini-financial) reports in the document spotlight important business units.

The Capital Improvement Program (CIP) identifies the capital investment required to meet the City's

General Plan and other policy goals and to ensure good stewardship of public existing infrastructure. The CIP identifies the projects, their estimated costs, and the financing methods needed to implement the City's capital investment goals and the maintenance of new and existing infrastructure.

Given the number of demands on City finances, it is essential that available grant and restricted funds be coordinated and leveraged to maximize the City's capital resources and complete as many projects as possible. The proposed Capital Improvement Budget for FY 2022-23 accomplishes this goal and focuses on completing existing projects while addressing health and safety issues, legislated mandates and priorities arising out of the Mayor and City Council's strategic planning efforts. An element that is present this year is the significant increase in construction costs due to global supply chain issues. These rising costs further emphasize the need to complete projects as quickly as possible and add funding to existing projects to ensure there are sufficient resources through full construction.

The proposed FY 2022-23 CIP contains \$57.1M of carryover funding for 112 previously approved projects and \$33.7M of appropriations for 37 existing projects and 10 new projects, for a total FY 2022-23 CIP of approximately \$90.8M and 122 projects.

	Carryover Funding	New Appropriations FY 22-23	Total
Sewer Projects	\$8,143,921	\$4,786,340	\$12,930,261
Drainage Projects	\$1,590,230	\$1,383,000	\$2,973,230
Street Projects	\$27,908,859	\$6,184,809	\$34,093,669
Waterfront Projects	\$9,020,110	\$18,775,380*	\$27,795,490
Park Projects	\$3,299,605	\$530,000	\$3,829,605
Public Facility Projects	\$6,640,724	\$1,928,116	\$8,568,840
General Improvement Projects	\$495,890	\$100,000	\$595,890
	\$57,099,340	\$33,687,645	\$90,786,985

In summary, the Proposed FY 2022-23 Budget contains the following:

- The total annual budget including all funds is \$156.5 million.
- The total core General Fund Budget (with transfers and before decision packages) is roughly \$102 million.
- \$90.8 million of Capital Funding for 122 Projects.
- Funding for 425 Full-Time employees (before decision packages).
- 83 Decision Packages.
- A General Fund Contingency Reserve of \$8.26 million.
- A General Fund Unallocated Balance of \$1.8 million (if all proposed decision packages are approved).

COORDINATION

All City Departments participated in the preparation of the Fiscal Year 2022-23 City Manager's Proposed Budget and Five-Year Capital Improvement Program. The Budget and Finance Commission reviewed the Proposed Budget at their meetings on May 26, 2022 and June 9, 2022.

The Harbor Commission is scheduled to review the Proposed Budget on June 13, 2022. Commission feedback will be provided in a follow up Budget Response Report for consideration at the final Budget Hearing.

FISCAL IMPACT

The adopted version of the Fiscal year 2022-23 Budget will create the financial guideline for all City operations. The Fiscal Year 2022-27 Five-Year Capital Improvement Program is a planning document only. Funding for capital projects in the first year of the plan will be appropriated as part of the Fiscal Year 2022-23 Budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Fiscal Year 2022-23 Budget Response Reports



Administrative Report

L.1., File # 22-4347

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL
From: JENNIFER PAUL, FINANCE DIRECTOR

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APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Fiscal Year 2022-23 Budget Response Reports

BUDGET RESPONSE REPORTS FY 2022-23



CITY OF REDONDO BEACH

PROPOSED BUDGET RESPONSE REPORTS

FY 2022-23 PROPOSED BUDGET

The following is a list of questions raised regarding the FY 2022-23 Proposed Budget. The corresponding answer to each of these questions (the “Budget Response Report”) follows in the sequence reflected.

Question	No.
▪ What corrections/adjustments need to be made to the FY 2022-23 Proposed Budget document for inclusion in the Adopted Budget?	1
▪ What would it cost to refurbish the Perry Park Teen Center, specifically the kitchen and flooring?	2
▪ What is the cost to steam clean the sidewalk on Artesia Boulevard?	3
▪ What Budget Response Reports (BRRs) have been provided over the past three years?	4
Attachment A: FY2021-22 BRR Table of Contents	4A
Attachment B: FY2020-21 BRR Table of Contents	4B
Attachment C: FY2019-20 BRR Table of Contents	4C
▪ What transportation services does the City operate for seniors and people with disabilities? What would be the cost to provide a Taxi/TNC Program for seniors and people with disabilities?	5
▪ What is the status of Transit Fund Revenues for FY 2022-23, and how will they be applied throughout the City?	6
▪ The Proposed Budget includes a Decision Package recommending funding for the restoration of facility hours at the North Branch and Main libraries. What would the North Branch Library hours of operation be if the Decision Package is approved?	7
▪ Which area library systems have gone fine free? How much annual revenue does the Redondo Beach Public Library typically collect from fines? Why do library systems choose to go fine free?	8
▪ How does the City’s Information Technology Equipment Replacement Program work and what equipment is recommended for replacement in FY 2022-23, per Decision Package #25 - Information Technology Equipment Replacement?	9

Question	No.
▪ What is the cost for adding shade structures over existing park play equipment similar to what was constructed at Perry Park?	10
▪ What is the cost to purchase and install radar feedback signs that collect vehicle speed data?	11
▪ What would be the cost to install a dog run in Czuleger Park?	12
▪ What special events were designated as “Signature Events” and received City subsidy prior to the COVID related budget reductions in Fiscal Year 2020-21? What is the City’s special event review and approval process? What are special event organizers charged for City expenses?	13
Attachment A: Special Event Invoices – Updated	13A
▪ What is the Fire Department doing to address training needs?	14
Attachment: RBFD_Training_Booklet_2022	14A
▪ What would it cost to repave Avenue I between Catalina Avenue and Elena Avenue?	15
▪ What is the cost to enhance the crosswalks at S. Catalina Avenue and S. Elena Avenue?	16
▪ What is the cost to enhance the crosswalks at Grant Avenue and Aviation Blvd.?	17
▪ What do other cities charge merchants for use of outdoor dining parklets in the public right of way? How much parking meter revenue is lost per parking space and what expenses are involved in constructing a dining deck?	18
▪ What funding options are available to support the repaving of Grant Avenue?	19
▪ What is the cost to remodel the restrooms on the International Boardwalk near Quality Seafood?	20
▪ What is the cost to install raised crosswalks at four locations identified on Beryl Street and Diamond Street not currently included in the Capital Improvement Program?	21
▪ What is required to improve maintenance of the upper pond at Wilderness Park and to reconstruct the lower pond?	22
▪ What is the status of sworn police officer staffing in the Redondo Beach Police Department?	23

Question	No.
▪ What are the estimated costs for the March 7, 2023 General Municipal Election?	24
▪ What are the benefits and feasibility of a self-service program at the North Branch Library?	25
Attachment: Library Commission strategic planning letter	25A
Attachment: Open+Access Quote	25B
Attachment: VectorUSA Proposal	25C
Attachment: Ocean Park Branch Photos	25D
▪ What would be the cost to repave International Boardwalk with asphalt or concrete pavers and to paint the boardwalk's building exteriors?	26
▪ What would be the cost to install a gateway arch at Artesia Blvd. and Inglewood Ave. or at Redondo Beach Blvd and Hawthorne Blvd.?	27
▪ What is the estimated cost for a structural engineering firm to perform a second assessment of the Pier Parking Structure's physical condition?	28
▪ What is the Police Department currently doing to enhance safety and security at Redondo Beach schools and what is the estimated cost to place a School Resources Officer at each public school?	29
▪ What is the estimated cost to beautify the median on Phelan Lane, between Robinson Street and Johnston Avenue?	30
▪ What is the estimated cost to design and construct signalized crosswalks on Aviation Boulevard at two intersections between Artesia Boulevard and Manhattan Beach Boulevard? What is the estimated cost to install audible indicators at Beryl Street and Catalina Avenue?	31
▪ What is the cost of planting trees in available City-controlled sites? Can trees be planted along the North Redondo Beach Bike Path and, if so, what type and at what cost?	32
▪ What is the cost to install pickleball courts on the vacant field behind Aviation Gymnasium?	33
▪ Can pickleball courts be installed on the waterfront parking lot adjacent to Ruby's and, if so, what is the cost to install up to eight temporary and permanent courts?	34
Attachment: Preliminary Cost Estimate	34A
Attachment: Local Coastal Plan – Parking Policies	34B

Question	No.
<ul style="list-style-type: none"> What is the estimated cost to hire a consultant to assist with review of the Los Angeles County Fire Study? 	35
Attachment: Citygate Review of LA County Fire District Proposal	35A
<ul style="list-style-type: none"> What are the staff impacts and costs associated with conducting City Commission meetings both in-person and via Zoom? 	36

Budget Response Reports In-Progress to be Submitted by Blue Folder June 14, 2022

How do neighboring cities manage/administer credit card processing fees?

What would be required to transition City banking services from Bank of America to another competing bank?

What is the total estimated cost to design and install drought tolerant landscaping, pathways, and a pollinator fountain on the SCE right-of-way property licensed by the City, west of Pacific Coast Highway?

Can recreation programming be added to the City's Teen and Senior Centers and what is the general cost to expand the centers?

What infrastructure upgrades have been identified in the Riviera Village parking study and what is their estimated cost?

What is the cost to design and install new streetscape furniture in Riviera Village? What is the annual cost and resource allocation for the City's programs and services implemented in response to homelessness?

What City vehicles and equipment are scheduled for replacement by the Public Works Department in the 2022-23 Fiscal Year through DP#38 and DP#39? What is the status of Zero-Emission Vehicle and Low-Emission Vehicle purchases for the City Fleet?

What is the status of the skate park installation at Pad 10?

CITY OF REDONDO BEACH

Budget Response Report #1

June 7, 2022

Question:

What corrections/adjustments need to be made to the FY 2022-23 Proposed Budget document for inclusion in the Adopted Budget?

Response:

Corrections/adjustments that need to be made to the FY 2022-23 Proposed Budget document are listed below. The revised Proposed Budget materials for FY 2022-23 V2, will be available on our website on Tuesday, June 7, 2022 at the following location.

https://www.redondo.org/services/city_docs/budget_and_capital_improvement_program.asp

⇒ **Financial Summaries Section:**

- The following footnotes will be added:
 - The 8.33% "minimum contingency reserve" set by the City Council has already been removed from the beginning fund balance of the General Fund.
 - Beginning fund balances of the Harbor Tidelands & Harbor Uplands Funds exclude capital assets such as the pier & the parking structures.
- The beginning Fund Balance for the Internal Service Funds will be updated to reflect a more accurate estimated beginning fund balance. The updated fund balances will be seen in the following funds:
 - Self-Insurance Program Fund
 - Vehicle Replacement Fund
 - Building Occupancy Fund
 - Information Technology Fund
 - Emergency Communications Fund
 - Community Financing Authority
 - Successor Agency
- Proposed Revenues will be updated in the following funds:
 - Self-Insurance Program Fund
 - Information Technology Fund
 - Successor Agency
 - Housing Successor Agency
- Proposed Expenditures will be updated in the following funds:

- Intergovernmental Grants Fund
 - Vehicle Replacement Fund
 - Building Occupancy Fund
 - Information Technology Fund
 - Emergency Communications Fund
 - Housing Successor Agency
- Capital Outlay amounts from FY 2021-22 will be removed from the following funds:
 - General Fund
 - Intergovernmental Grants Fund
 - Vehicle Replacement Fund
 - Information Technology Fund
 - Transfers In will be updated in the following funds:
 - Community Financing Authority
 - Transfers Out will be updated in the following funds:
 - Community Financing Authority
- ⇒ Summary of Estimated Revenues – Before and After City Managers' Recommendations:
- Beginning ISF Fund Balances – Updated from the Financial Summaries
 - Self-Insurance Fund – Charges for Services updated
 - Information Technology Fund – Charges for Services updated
 - Community Financing Authority – Other Revenues and Transfers-In updated
 - Successor Agency Fund - Intergovernmental Grants and Other Revenues updated
 - Housing Successor Agency Fund – Other Revenues updated
- ⇒ Summary of Estimated Expenditures – Before and After City Managers' Recommendations:
- Beginning ISF Fund Balances – Updated from the Financial Summaries
 - General Fund – Maintenance and Operations and Capital Outlay will be updated
 - Intergovernmental Grants – Capital Outlay will be updated
 - Vehicle Replacement – Capital Outlay will be updated
 - Information Technology – Capital Outlay will be updated
 - Community Financing Authority – Transfers-Out will be updated
 - Housing Successor Agency – Personnel, Maintenance & Operations and Internal Service will be updated
- ⇒ Schedule of Interfund Transfers will be updated:
- Community Financing Authority – Transfers-In and Transfers Out will be updated

- A footnote contained FY 2021-22 and should be FY 2022-23

⇒ Available Resources Pie Graph:

- Total City Revenues will be updated
- General Fund total will be updated

⇒ Mini Financials:

- Updated Total Revenues to Total Funding
- Beginning Fund Balance – Will be updated from the Financial Summaries
- Community Financing Authority – Other Revenues and Transfers-In will be updated

Revenue Section:

⇒ Two-Year Comparison of Estimated Revenues:

- Proposed Revenue amounts for the following funds will be updated:
 - General Fund Transfers-In
 - Street Landscaping and Lighting
 - Transit
 - Capital Projects
 - Self-insurance Program
 - Information Technology
 - Community Financing Authority
 - Successor Agency
 - Housing Successor Agency

⇒ General Fund License and Permits, in the outlook section of \$1.85M will be updated to \$1.86M.

⇒ General Fund Revenue Detail table will be updated to exclude Transfers-In

⇒ Other Funds Revenue Detail, will be updated to remove blank space on page and include the General Fund in the grand total

Expenditure Section:

⇒ Summary of the FY 2022-23 proposed General Fund operating expenses compared with the FY 2021-22 midyear budget operating expense:

- Total increase/decrease and % change will be updated

⇒ Overview of Expenditures – Capital Projects Fund, will update to remove prior year capital expenses

⇒ Two-Year Comparison of Expenditures by Fund:

- Amounts updated for:
 - General Fund Transfers-Out

- Prop A
- Intergovernmental Grants
- Harbor Tidelands
- Harbor Uplands
- Vehicle Replacement
- Building Occupancy
- Information Technology
- Community Financing Authority
- Successor Agency
- Housing Successor Agency
- Transfers-Out will be removed from amounts

⇒ Two-year comparison of Expenditures by Department and Expenditure by Department Tables:

- Amounts updated for:
 - Information Technology
 - Community Services
 - Public works
 - Successor Agency
 - Housing Successor Agency

⇒ Expenditure by Fund Detail

- General Fund to be Added to table

Department Sections:

- Variance and percentage change columns will be added due to formatting issues in the Proposed Budget document for the following departments:
 - Fire
 - Library
 - Community Services
 - Community Development
 - Waterfront and Economic Development
 - Public Works
- The object codes will be grouped by: Personnel, Maintenance and Operations, Internal Service Funds and Capital Outlay.
- The Police Department expenditures will be broken out by Division. The formatting of the Proposed Document had it rolled up into only three (3) areas of operations.
- Information Technology Equipment Replacement will be isolated from the Information Technology Equipment Maintenance expense. This update will be seen throughout all departments.

CITY OF REDONDO BEACH

Budget Response Report #2

June 7, 2022

Question:

What would it cost to refurbish the Perry Park Teen Center, specifically the kitchen and flooring?

Response:

The kitchen at the Teen Center is typically used for prepping snacks and other basic items and is equipped with limited appliances. A refurbishment of the kitchen would include the following elements and estimated costs:

New cabinets	\$15,000
New counter tops	\$10,000
New refrigerator & appliances	\$ 5,000
New floor tile	\$ 5,500
Repainting	\$10,000
Other/Incidentals	\$10,000
<hr/>	
Kitchen Total	\$55,500

The majority of the floor tile in the Teen Center is in good shape. The cost to refurbish the general area, including limited flooring repairs, is detailed below:

Replace damaged floor tile (300sf)	\$ 5,500
Repaint interior and exterior	\$50,000
Repair windows	\$ 3,000
Replace four heating units	\$30,000
<hr/>	
General Area Total	\$88,500

The total cost for refurbishment of the facility would be approximately \$144,000. Restrooms are not included in the estimate as the Teen Center restrooms are scheduled to be renovated as part of the CIP, under the Regional Restroom Improvements Project.

CITY OF REDONDO BEACH

Budget Response Report #3

June 7, 2022

Question:

What is the cost to steam clean the sidewalk on Artesia Boulevard?

Response:

The City's portion of Artesia Boulevard between Aviation and Hawthorne contains approximately 68,000 square feet of sidewalk. The trash hauling contract with Athens Services contains pricing for steam cleaning services. The cost to clean this segment of Artesia Boulevard, twice per month, would be \$21,900 per month and \$262,800 per year.

Staff contacted another local steam cleaning contractor for comparative pricing. This contractor provided a cost estimate for steam cleaning ranging from \$0.25 to \$0.40 per square foot, depending on the condition of the sidewalk. As such, the cost to steam clean the above segment of Artesia Boulevard each time would range from \$17,000 to \$27,000. The twice monthly cost of the alternative provider would therefore range from \$34,000 to \$54,000 per month and \$408,000 to \$648,000 per year, nearly double the cost of Athens.

CITY OF REDONDO BEACH

Budget Response Report #4

June 7, 2022

Question:

What Budget Response Reports (BRRs) have been provided over the past three years?

Response:

The Table of Contents for the past three Fiscal Years of Budget Response Reports are attached as follows:

- *4A – FY 2021-22 BRR Table of Contents*
- *4B – FY 2020-21 BRR Table of Contents*
- *4C – FY 2019-20 BRR Table of Contents*

BUDGET RESPONSE REPORTS FY 2021-22



**CITY OF REDONDO BEACH
PROPOSED BUDGET RESPONSE REPORTS
FY 2021-22 PROPOSED BUDGET**

The following is a list of questions raised regarding the FY 2021-22 Proposed Budget. The corresponding answer to each of these questions (the “Budget Response Report”) follows in the sequence reflected.

Question	No.
<ul style="list-style-type: none"> What corrections/adjustments need to be made to the FY 2021-22 Proposed Budget document for inclusion in the Adopted Budget? 	1
Attachment A: FY 2021-22 Decision Packages for City Council Approval Summary	1A
What is the status of:	
<ul style="list-style-type: none"> <ul style="list-style-type: none"> A) Installing lighting at the beach access walkways at Sapphire Street, Topaz Street and Knob Hill Avenue, and B) Replacing the existing lighting along the upper beachfront pedestrian walkway between Veterans Park and Knob Hill Avenue? 	2
<ul style="list-style-type: none"> What City vehicles and equipment are scheduled for replacement by the Public Works Department in the 2021-22 Fiscal Year, what makes up the large fund balance of the Vehicle Replacement Fund, and what modifications to allocations are recommended as part of the FY 2021-22 budget? 	3
<ul style="list-style-type: none"> What is the typical breakdown between the base vehicle cost and the equipment/technology added to the vehicle? What is the history of the 2008 Fire Division Chief vehicle (Unit# 104) planned for replacement in FY 21-22 and what options does the City have to reduce the expenditure? 	3.1
<ul style="list-style-type: none"> What is the status of Transit Funding for FY 2021-22? 	4
<ul style="list-style-type: none"> What are the City's internal service fund and overhead allocations, and what policies and procedures govern them? What are the reasons for 	5

Question

No.

the changes in the FY 2021-22 allocations included in the proposed budget from those in the FY 2020-21 adopted budget? And what is the opinion of the outside audit firm regarding the internal service funds?

Attachment A: Administrative Policy and Procedures
Internal Service Fund/Overhead Allocation 5A

Attachment B: Internal Service Fund Analysis 5B

Attachment C: Internal Service Funds Financial Statements 5C

- What changes to Fire Inspection program could be made to reduce the fee schedule? 6

Attachment A: Inspection Rate 6A

Attachment B: Regional Inspection Rates 6B

Attachment C: PT Inspection Rate 6C

- What locations could support the installation of a new dog run facility, what are the costs and impacts of a dog run, and what improvements are included in the budget for the City's existing Dog Park? 7

Attachment A: Perry Park aerial map 7A

Attachment B: Dominguez Dog Park CIP 7B

- Could McNeill/Jaycee Parkette, Franklin Park, and/or Lilienthal Park support the installation of a new dog run facility, and what would be the costs and impacts of the facilities? 7.1

Attachment A: Perry Park aerial map 7.1A

Attachment B: Franklin Park aerial map 7.1B

Question	No.
Attachment C: Dominguez Dog Park CIP	7.1C
<ul style="list-style-type: none"> What additional detail can be provided for key departmental maintenance and operations expenditure line items? 	8
Attachment A: Key Departmental M&O Expenditure Detail	8A
<ul style="list-style-type: none"> What does implementation of the bicycle plan grant entail? 	9
Attachment A: List of corridors included in the Bicycle Transportation Plan Implementation Project, CFP 3501 (October 2020)	9A
<ul style="list-style-type: none"> What is the process for considering special events and what special events are projected to be held in the City during the 2021-22 Fiscal Year? 	10
<ul style="list-style-type: none"> What are the costs and the timeframe associated with retaining an executive search firm? 	11
Attachment A: Bob Murray and Associates – Proposal	11A
Attachment B: Peckham & McKenney – Proposal	11B
Attachment C: Ralph Andersen and Associates – Proposal	11C
<ul style="list-style-type: none"> What options exist to enhance safety for the Artesia/Felton and Artesia/Rindge intersections? 	12
<ul style="list-style-type: none"> What would be the cost to install bulb-outs at every Grant Avenue intersection not already included in the Capital Improvement Program? 	13
<ul style="list-style-type: none"> What would be the cost to rehabilitate the Anderson Park Senior Center to include HVAC and PA systems? 	14

Question	No.
▪ What repairs are needed to the Anderson Park Scout House facilities and what is the cost of repairs vs. the cost of full reconstruction?	15
▪ What has been the history of Quimby fee collection, what revenue is expected in FY 21-22, and what are the planned uses?	16
▪ What is the status of sworn officer staffing in the Police Department?	17
▪ What are the new ongoing technology needs of the Police Department?	18
What is the current status of paid parking programs in the City and what is the breakdown of the additional smart meters to be installed per Decision Package #43?	19
▪ What level of crossing guard services does the City currently provide and what are the anticipated benefits of outsourcing supplemental crossing guard services per Decision Package #41?	20
What are the service agreements that are necessary to maintain Fire Department operations? What is the funding source for these service agreements and platforms?	21
▪ How will the proposed Decision Package #'s 44, 8, 26, 27, 46 enhance the Fire Department's direct and indirect life-saving efforts to the community?	22
▪ What is the status of current staffing levels in the Redondo Beach Fire Department?	23
▪ What is the mission of the Fire Department and how is it staffed to accomplish the mission?	24
What are the Fire Department's training needs in order to meet the Community's response needs? What is the cost to train fire personnel the identified training goals?	25

Question	No.
<ul style="list-style-type: none"> Which streets will be constructed as part of the current residential street rehabilitation and slurry seal capital improvement projects and which streets are anticipated to be included in the FY 2021-22 projects? 	26
Attachment A: Citywide and District Maps for 2021-2023 Residential Street Rehab and Slurry Seal Projects	26A
<ul style="list-style-type: none"> What improvements are planned in FY 2021-22 using Traffic Calming Project funds? 	27
<ul style="list-style-type: none"> What ongoing materials and equipment will be purchased with the funds requested in Decision Package #5? 	28
<ul style="list-style-type: none"> What improvements are anticipated in FY 2021-22 for the City's parks and recreation facilities identified as being in poor condition as part of the most recent assessment, including what improvements can be done to the area known as Turtle Park above the International Boardwalk? 	29
<ul style="list-style-type: none"> What is the cost and feasibility of repairing the irrigation lines along the North Redondo Beach Bikeway (SCE right-of-way)? What options does the City have to improve ROW maintenance and enhance the bikeway's appearance? 	30
<ul style="list-style-type: none"> What is the cost of studying and installing stop signs at the intersections within the bounds of Inglewood Avenue, Aviation Boulevard, Artesia Boulevard and Grant Avenue? 	31
<ul style="list-style-type: none"> What would be the cost to install flexible delineators and pedestrian advisory signs mid-span of street at marked crosswalks? Is it advisable per the California Manual for Uniform Traffic Control Devices (CA-MUTCD)? 	32
<ul style="list-style-type: none"> Can fines be avoided with the installation of a recirculation system at Seaside Lagoon and what is the estimated cost of a replacement facility? 	33
<ul style="list-style-type: none"> What Redondo Beach Performing Arts Center Deferred Building Maintenance Needs have been identified and what are their costs? 	34

Question	No.
<ul style="list-style-type: none"> What would it take to modify the traffic signals at the intersections of Del Amo & Prospect and at Beryl & Pacific Coast Highway to convert the left turn movements to become protected left turn phasing operation? 	35
<ul style="list-style-type: none"> What would it cost and take to conduct four to six compost giveaway events per year? 	36
<ul style="list-style-type: none"> What impact do CalPERS rate increases have on the City's budget? What are the projected increases in FY 2022-23? And what is the status of the bond issue to refinance the City's CalPERS unfunded accrued liability (UAL)? 	37
<ul style="list-style-type: none"> What modifications to allocations are recommended as part of the FY2021-22 budget balancing and what equipment is scheduled for replacement as recommended in the Information Technology – Equipment Replacement Decision Package #39? 	38
<ul style="list-style-type: none"> What is the status of the City's Sailing Program? What is the anticipated level of program participants, revenue and number of Boats? 	39
<ul style="list-style-type: none"> What is the typical per unit cost for the installation of on-grade parking spaces vs. structured parking spaces? What was the estimated cost for the Riviera Village Parking structure provided by Walker Consultants? 	40
Attachment A: 3/12/2019 N.2 Administrative Report and Feasibility Report for the Riviera Village Business Improvement District Parking Structure	40A
<ul style="list-style-type: none"> What would it cost to install, operate and maintain a 50-meter pool in the lot behind Aviation Gymnasium? 	41
<ul style="list-style-type: none"> What would be the costs to install a fence along the front access of Townsend Parkette? 	42
<ul style="list-style-type: none"> What work is necessary, and at what cost, to control the erosion on the north slope of Dominguez Park along 190th Street? 	43

Question	No.
<ul style="list-style-type: none"> What are the potential viable sites for future community gardens and what are the estimated associated City costs? 	44
Attachment A: Surveyed Community Garden Sites	44A
<ul style="list-style-type: none"> What is the impact to the FY2021-22 budget of an extension to the South Bay Center SPE, LLC agreement for overtime deployment of City Police Officers at the South Bay Galleria? 	45
<ul style="list-style-type: none"> What would it cost to install green bike lanes on Grant Avenue from Aviation Blvd. to Inglewood Ave.? 	46
Attachment A: Sample intermittent green paint design – 60% Review Set Torrance Blvd.	46A
<ul style="list-style-type: none"> What is the cost to purchase a striping truck for lane striping and a thermoplastic striping truck? 	47
<ul style="list-style-type: none"> What planning efforts are being made to transition Beach Cities Transit to Zero Emission Buses? 	48
Attachment A: CARB ICT Regulation Fact Sheet	48A
Attachment B: ZEB Technologies	48B
Attachment C: ZEBRA ZEB Deployment Guide	48C
Attachment D: Subregional Mobility Matrix South Bay Cities 2015	48D
<ul style="list-style-type: none"> How much revenue is collected from contract recreation classes? 	49

Question	No.
<ul style="list-style-type: none"> What is the feasibility of replacing the King Harbor Marquee Sign on Harbor Drive with either a like-for-like replacement or with an electronic message display sign upgrade? 	50
<ul style="list-style-type: none"> What is the City's current level of Code Enforcement staffing, how does it compare to historic levels, and what are the costs to provide supplemental code enforcement services? How is Code Enforcement response expected to improve by transferring personnel from the Community Development Department to the Police Department per Decision Package #28? 	51
Attachment A: Administrative Report – Supplemental Code Enforcement Services	51A
<ul style="list-style-type: none"> What is the process to obtain an updated Fire Services proposal from Los Angeles County and what is the status of the review with Manhattan Beach and El Segundo for the possible sharing of fire administration personnel? 	52
Attachment A: Feasibility Study Process in Brief	52A
Attachment B: Guidelines and Processes – Requests for Fire District Services (July 2010)	52B
<ul style="list-style-type: none"> What are the closing costs for the March 2nd 2021 General Municipal Election and other cost alternatives for future elections, such as Ranked Choice Voting to consider? 	53
<ul style="list-style-type: none"> What was the feedback received from the Harbor, Library, Public Works and Budget and Finance Commissions on the FY 2021-2022 Proposed Budget and the FY 2021-2026 Proposed Five-Year Capital Improvement Program? 	54
Attachment A: Library Commission Letter to the Mayor and City Council	54A
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Question	No.
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Attachment D: Memo Containing Budget and Finance Commission Recommendations	54D
What is the FY 2021-22 funding status (in the core budget and after decision packages) of positions that were deauthorized, frozen and eliminated with reorganizations in FY 2020-21? And what additional positions are recommended in FY 2021-22 Decision Packages?	55
Attachment A: Listing of Positions	55A
What are the City's General Fund probable, best and worst case financial scenarios for FY 2021-22 to FY 2025-26?	56
Attachment A: General Fund Five-Year Financial Plan	56A
What would be required to add an administrative citation program for certain code violations? What are the costs of such a program? How do our neighboring cities process code violations?	57
What are possible options for investigating financial violations related to campaign contributions?	58
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BUDGET RESPONSE REPORTS FY 2020-21



CITY OF REDONDO BEACH

BUDGET RESPONSE REPORTS

FY 2020-21 PROPOSED BUDGET

The following is a list of questions raised regarding the FY 2020-21 Proposed Budget. The corresponding answer to each of these questions (the "Budget Response Report") follows in the sequence reflected.

Question	No.
▪ What corrections/adjustments need to be made to the FY 2020-21 Proposed Budget document for inclusion in the Adopted Budget?	1
Attachment A: WED Division Pages	1A
▪ What corrections/adjustments need to be made to the FY 2020-21 Proposed Budget document for inclusion in the Adopted Budget?	1B
Attachment A: Revised Financial Summary	1BA
Attachment B: Revised Decision Package Listing	1BB
▪ What corrections/adjustments need to be made to the FY 2020-21 Proposed Budget document for inclusion in the Adopted Budget?	1C
Attachment A: Fire Performance Measure Hours	1CA
▪ How does the City's current and recommended staffing levels compare with that of surrounding cities? And how do the FY 2020-21 staffing levels compare with prior years?	2
Attachment A: Full-time Employees Per Capita Comparison	2A
Attachment B: Employees Per Department Comparison	2B
Attachment C: Historical Budgeted Full-time Employee Count	2C
▪ Are there alternatives to the budget balancing measures proposed in the FY 2020-21 decision packages?	3
▪ What was the cultural and entertainment rental activity at the RBPAC in FY 2019-20 and how has the Business Plan approved in 2007 affected the Center's fiscal impact and facility booking percentages?	4
▪ What is the status of Transit Funding for FY 2020-21?	5

Question	No.
<ul style="list-style-type: none"> What City vehicles and equipment are scheduled for replacement by the Public Works Department in the 2020-21 Fiscal Year, and what modifications to allocations are recommended as part of the FY 2020-21 budget balancing? 	6
<ul style="list-style-type: none"> What is the process for considering special events and what special events are projected to be held in the City during the 2020-21 Fiscal Year? 	7
Attachment A: Special Events Calendar 2020	7A
<ul style="list-style-type: none"> What modifications to allocations are recommended as part of the FY2020-21 budget balancing and what equipment is scheduled for replacement as recommended in the Information Technology – Equipment Replacement Decision Package #40? 	8
<ul style="list-style-type: none"> What Public Works expenses are charged to the Street Landscaping and Lighting Assessment District Fund and what cost reduction alternatives are available to reduce the General Fund subsidy to the Street Landscaping and Lighting Assessment District Fund? 	9
<ul style="list-style-type: none"> What has been the success rate of recent Fire Department recruitments? 	10
<ul style="list-style-type: none"> What is the annual amount and the genesis of the Harbor Uplands debt service payment? 	11
<ul style="list-style-type: none"> What are the City's internal service fund and overhead allocations, and what policies and procedures govern them? What are the reasons for the changes in the FY 2020-21 allocations included in the proposed budget from those in the FY 2019-20 adopted budget? What is the opinion of the outside audit firm regarding the internal service funds? And what changes are recommended as part of the FY 2020-21 budget balancing? 	12
Attachment A: Administrative Policy/Procedures Internal Service Fund/Overhead allocation	12A
Attachment B: Internal Service Funds Comparison	12B
Attachment C: Internal Service Fund – Reports on Audit 2019	12C
<ul style="list-style-type: none"> What was the feedback received from the Harbor, Library and Budget and Finance Commissions on the FY 2020-2021 Proposed Budget and the FY 2020-2025 Proposed Five-Year Capital Improvement Program? 	13
Attachment A: Harbor Commission Letter to Mayor and City Council	13A

Question	No.
Attachment B: Library Commission Letter to Mayor and City Council - 4/2/2020 and 5/6/2019	13B
<ul style="list-style-type: none"> What was the feedback received from the Budget and Finance Commission on the FY 2020-21 Proposed Budget and the FY 2020-2025 Proposed Five-Year Capital Improvement Program? 	13A
<ul style="list-style-type: none"> What is the history of dredging in King Harbor and what are the plans for future dredging? 	14
<ul style="list-style-type: none"> What is the cost of maintenance for the Harbor moorings and what has been the utilization rate? 	15
<ul style="list-style-type: none"> What is the City's current level of staffing for Code Enforcement functions and how does it compare to historic levels? What are the pros and cons of supplementing Code Enforcement staffing with contract services and what would be the impact on Division revenues and expenditures? 	16
<ul style="list-style-type: none"> What is the process for increasing Street Landscaping and Lighting assessments in accordance with Proposition 218? 	17
Attachment A: Prop 218 Requirements	17A
<ul style="list-style-type: none"> Which streets will be constructed as part of the current residential street rehabilitation and slurry seal capital improvement projects and which streets are anticipated to be included in the FY 2020-21 projects? 	18
Attachment A: Preliminary List of Streets Scheduled for Improvement (2017 Report)	18A
<ul style="list-style-type: none"> What have been the historical internal service fund and overhead allocations to the Harbor Enterprise? 	19
Attachment A: Harbor Enterprise's ISF and Overhead for 15 years	19A
Attachment B: OpenGov Harbor Enterprise ISF and Overhead Allocation Chart for 11 Years	19B
Attachment C: State Lands Commission Review	19C
<ul style="list-style-type: none"> What would be the cost for a fixed radar unit on Aviation Blvd. at Grant Ave. and what improvements are planned as part of the 2020-21 Traffic Calming Project if the \$250,000 recommended appropriation is approved? 	20
<ul style="list-style-type: none"> What positions are vacant or projected to be vacant in the upcoming fiscal year, and what are the budgeted costs for each of the positions? 	21

Question	No.
How does the City's organization structure appear before and after the position deauthorizations proposed in the Budget?	
Attachment A: Listing of positions - current, projected to be vacant and recommended for deauthorization	21A
Attachment B: Organizational charts – current and proposed in recommended decision packages	21B
▪ What organizations use City meeting rooms at no charge and what is the value of their use?	22
▪ What are the actual line item operating expenses for each Department for the last five years?	23
Attachment A: Line item operating expenses for each Department for the last five years	23A
▪ What has been the Library's historical usage by day and by hour? And what is the hourly cost to keep the Library open given the library system's level of full-time staffing in FY 2020-21 if the Decision Packages are approved?	24
▪ Supplemental Information Related to Library Hours	24A
▪ What impact do CalPERS rate increases have on the City's budget? What are the projected increases in FY 2021-22 and beyond? How can the City fund the future increases and what impact will recent investment losses from COVID-19 have on future CalPERS rates?	25
Attachment A: CalPERS Investment Loss Amortization	25A
▪ What is the status of sworn officer staffing in the Police Department?	26
▪ What is the status of the Cannabis Task Force's work?	27
▪ What is the status of the RCC quote?	28
Attachment A: Dispatch Feasibility Study – Redondo Beach	28A
▪ What is the cost to rehabilitate Beryl Street from Prospect Avenue to Pacific Coast Highway?	29
▪ What is the annual core operating budget for Mayor and City Council Special Departmental Supplies and Training, Meetings, and Conferences and what have been the total expenses in these areas for the past five years? What are typical examples of annual expenditures in	30

Question	No.
these categories? How will the budget cuts proposed in Decision Package #7 affect the availability of funds for these uses?	
<ul style="list-style-type: none"> What operating models have been used for the City's Harbor Patrol Unit and what has been the number of calls for service for the past four years? What options could be implemented to allow the Harbor Patrol Unit to operate with the recommended 1/3 budget reduction? 	31
Attachment A: Redondo Beach Fire Department Harbor Patrol Unit Service Calls	31A
<ul style="list-style-type: none"> What are the City's General Fund probable, best and worst case financial scenarios for FY 2020-21 to FY 2024-25? 	32
Attachment A: Five Year Financial Plan	32A
<ul style="list-style-type: none"> What expenditure budgets are included in the Self-Insurance Program Fund and what has led to the Fund's growing negative fund balance? 	33
Attachment A: Self Insurance Fund – Fund Balance History	33A
<ul style="list-style-type: none"> What is the City's structural deficit and what one-time expenditure reductions and fund/reserve transfers are recommended to balance the structural shortfall? Are structural revenues anticipated to change in FY 2021-22, and will they be sufficient to cover the portion of the structural deficit covered by one-time expenditure reductions or fund transfers in FY 2020-21? 	34
Attachment A: Structural Deficit Calculation	34A
<ul style="list-style-type: none"> What COVID-19 cost reimbursements does the City anticipate from FEMA as part of the City's emergency response and what funding is Redondo Beach expected to receive as part of the Federal stimulus bills? 	35
<ul style="list-style-type: none"> What has been the Police Department Maritime Enforcement Patrol Boat's activity and calls for service for the past few years? What are the associated maintenance and operations costs for the Maritime Enforcement Unit Patrol Boat? 	36

BUDGET RESPONSE REPORTS FY 2019-20



CITY OF REDONDO BEACH

BUDGET RESPONSE REPORTS

FY 2019-20 PROPOSED BUDGET

The following is a list of questions raised regarding the FY 2019-20 Proposed Budget. The corresponding answer to each of these questions (the “Budget Response Report”) follows in the sequence reflected.

Question	No.
<ul style="list-style-type: none"> ▪ What corrections/adjustments need to be made to the FY 2019-20 Proposed Budget document for inclusion in the Adopted Budget? 	1
<ul style="list-style-type: none"> ▪ What are the City’s internal service fund and overhead allocations, and what policies and procedures govern them? What are the reasons for the changes in the FY 2019-20 allocations included in the proposed budget from those in the FY 2018-19 adopted budget? And what is the opinion of the outside audit firm regarding the internal service funds? 	2
Attachment A: Administrative Policy/Procedures Internal Service Fund/Overhead Allocation	2A
Attachment B: Internal Service Funds Comparison	2B
Attachment C: Internal Service Fund – Report on Audit 2018	2C
<ul style="list-style-type: none"> ▪ What have been the historical internal service fund and overhead allocations to the Harbor Enterprise? 	3
Attachment A: Harbor ISF 14 Year History	3A
Attachment B: OpenGov Chart of Harbor Enterprise ISF Allocation	3B
Attachment C: State Lands Commission Review	3C
<ul style="list-style-type: none"> ▪ What is the status of the lease agreement for the facilities at 1922 Artesia Blvd. facility occupied by the Community Services and Police Departments? 	4
<ul style="list-style-type: none"> ▪ What is the status of Transit Funding for FY 2019-20? 	5
<ul style="list-style-type: none"> ▪ What is the status of the Veterans Memorial Project Donation Fund and what are the remaining project reimbursements? 	6
<ul style="list-style-type: none"> ▪ What equipment is scheduled for replacement as recommended in the Information Technology – Equipment Replacement Decision Package? 	7

Question	No.
▪ What is the status of sworn officer staffing in the Police Department?	8
▪ What is the process for considering proposed special events and what special events are included in the proposed budget for FY 2019-20?	9
Attachment A: Special Events Calendar 2019	9A
▪ What are possible funding options for a Riviera Village parking garage?	10
Attachment A: Admin Report 3/12/19 for City Council Meeting	10A
▪ What was the feedback received from the Public Works and Budget and Finance Commissions on the Proposed Capital Improvement Program and from the Budget and Finance and Library Commissions on the FY 2019-2020 Proposed Budget?	11
Attachment A: Draft Minutes, Joint Public Works/Budget and Finance Commission Meeting - 4/22/19	11A
Attachment B: Library Commission Letter to Mayor and City Council	11B
▪ What is the process for increasing Street Landscaping and Lighting assessments in accordance with Proposition 218?	12
Attachment A: Prop 218 Requirements	12A
▪ What was the cultural and entertainment rental activity at the RBPAC in FY 2018-19 and how has the Business Plan approved in 2007 affected the Center's fiscal impact and facility booking percentages?	13
▪ What City vehicles and equipment are scheduled for replacement by the Public Works Department in the 2019-20 Fiscal Year, and what makes up the large fund balance of the Vehicle Replacement Fund?	14
▪ What City vehicles and equipment are scheduled for replacement by the Public Works Department in the 2019-20 Fiscal Year, and what makes up the fund balance of the Vehicle Replacement Fund? (Updated)	14.1
Attachment A: VRF ISF FY2018-19 Schedule	14.1A
▪ What improvements have been made to Wilderness Park and what funding is included in the FY 2019-20 Budget and Capital Improvement Program for improvement projects in Wilderness Park?	15
▪ What has been the history of Quimby fee collection and use?	16

Question	No.
<ul style="list-style-type: none"> What options are available for future operations of the Seaside Lagoon and what is the cost to hire a consultant to assist with the preparation of a new facility masterplan? 	17
Attachment A: City Council Agenda 3/24/2009 Discussion Regarding Facility Design Concepts for Rehabilitation	17A
Attachment B: City Council Minutes 3/24/2009	17B
<ul style="list-style-type: none"> What impact do CalPERS rate increases have on the City's budget? And what are the projected increases in FY 2020-21 and beyond? 	18
<ul style="list-style-type: none"> What would be the process to implement a local transactions and use tax (AKA add-on sales tax)? And how much additional revenue could be generated for the General Fund? 	19
Attachment A: Transaction and Use Tax Listing	19A
Attachment B: Election Results	19B
<ul style="list-style-type: none"> What has been done with the funding received to date and what more can be done with new or existing funding to address the issue of people experiencing homelessness in Redondo Beach? 	20
Attachment A: RB Task Force Recommendations	20A
Attachment B: Measure H Fact Sheet	20B
Attachment C: Partnership Report	20C
Attachment D: 5 Year Plan to Address Homelessness	20D
Attachment E: Measure H Approved Strategies	20E
Attachment F: Homeless Count Reports 2013, 2015, 2016, 2017, 2018	20F
Attachment G: City Attorney Decision Package	20G
Attachment H: City Attorney Attachment to Decision Package	20H
Attachment I: Police Department Decision Package	20I
Attachment J: Police Department Attachment to Decision Package	20J
<ul style="list-style-type: none"> What is the projected General Fund operating budget for the next three fiscal years (2020-2023) assuming best case, probable case and worst case scenarios? 	21

Question	No.
<ul style="list-style-type: none"> How can the Storefront Improvement Program be expanded to include businesses in the Riviera Village and Pacific Coast Highway Commercial Corridor? 	22
Attachment A: Program Guidelines	22A
<ul style="list-style-type: none"> What is the status of identifying alternative locations for skatepark amenities and what are the projected costs to implement one or more skatepark amenities? 	23
<ul style="list-style-type: none"> Why are tree trimming costs expected to increase significantly during the next four-year cycle and can a portion of the \$300,000 recommended in Decision Package #46 be used for the City's tree trimming contractor to assist with the planting of new trees? 	24
<ul style="list-style-type: none"> Can bonds be issued for street maintenance, repairs and rehabilitation and repaid with funding from the Road Repair and Accountability Act of 2017 (Senate Bill 1) and other local transportation sales tax funding streams? 	25
Attachment A: METRO Borrowing Guidelines for Prop A, Prop C, Measure R and Measure M Local Return Programs – March 1, 2018	25A
<ul style="list-style-type: none"> What was the feedback received from the Harbor Commission on the FY 2019-2020 Proposed Budget and the Proposed Capital Improvement Program? 	26
Attachment A: 2019-03-11 SeaLab Letter	26A
<ul style="list-style-type: none"> What is the cost basis for the current fire inspection fees, and what are the implications of charging a 30-minute inspection fee? 	27
<ul style="list-style-type: none"> What was the feedback received from the Budget and Finance Commission on the FY 2019-2020 Proposed Budget? 	28
<ul style="list-style-type: none"> How much is it estimated to cost to extend the North Redondo Beach Bike Path from Felton Lane to Inglewood Avenue? 	29
<ul style="list-style-type: none"> What are the City's current vacant positions and where is the City in the recruitment process for those positions? 	30
Attachment A: Vacant Position Listing	30A
<ul style="list-style-type: none"> Why does the lease appropriation in the Financial Services Department annual operating budget related to the former Redevelopment Agency South Bay Center (Galleria) revenue bonds remain unspent? 	31

Question	No.
What is the expected cost to repair, if possible, or replace the irrigation system along the Southern California Edison Right of Way in North Redondo, regrade and hydroseed the area to add new turf, apply appropriate decomposed granite walkway buffers, and maintain the improved space going forward?	32
Attachment A: Bike Path Turf Replacement Map	32A
Why does the City Treasurer consistently come under budget with regards to Maintenance and Operations of the department's annual budget?	33

CITY OF REDONDO BEACH

Budget Response Report #5

June 7, 2022

Question:

What transportation services does the City operate for seniors and people with disabilities? What would be the cost to provide a Taxi/TNC Program for seniors and people with disabilities?

Response:

The City operates two Beach Cities Transit (BCT) general public fixed routes, (Line 102 and Line 109,) that seniors and people with disabilities may use to meet their transportation needs. Fares for seniors and people with disabilities are 50 cents and monthly passes are \$10. City residents receive a pass subsidy and pay \$5 for a monthly pass. Due to COVID-19, fare collection was suspended in March 2020 on BCT services and passengers ride free.

The City supplements transportation services to resident seniors 62+ of age and people with disabilities of Redondo Beach and Hermosa Beach with the WAVE Dial-A-Ride (WAVE) program. The WAVE is a shared-ride curb-to-curb paratransit service, that operates daily, serving destinations within Hermosa Beach, Redondo Beach and designated satellite facilities in Torrance and Kaiser Medical facilities in Manhattan Beach. The \$1 fare for the WAVE has also been suspended since March 2020. The City owns 5 WAVE vehicles with ramps for safe access for wheelchair users and people who have difficulty with steps.

The WAVE operates Monday through Friday 6:00 AM to 8:30 PM, and Saturday and Sunday 8:00 AM to 8:30 PM, with reduced service hours on Thanksgiving Day, Christmas Day and New Year's Day. Riders can request trips for the same day, advanced reservation service, subscription service and group service. Same day services can be provided within two hours of request, advance reservations can be made 24 hours ahead of requested trip time, and subscription service may be scheduled up to 7 days in advance. The majority of trips are provided during the weekday.

The 2020 Census data shows a Redondo Beach senior (65+) population of 9,376 (13.1% of total population) and 2,433 residents with disabilities under 65 years of age (3.4% of total population). There are over 1,500 Redondo Beach residents and approximately 120 Hermosa Beach residents registered for the WAVE. Approximately 12% of the eligible Redondo Beach population is registered for the WAVE and new applicants continue to register for the program.

Before the COVID-19 pandemic*, WAVE ridership was averaging 1,110 trips per month, and trending towards 13,500 trips to be provided in FY 2019-20. After the State Stay-At Home orders were implemented, ridership decreased significantly to approximately 404 monthly trips (5 to 8 daily) through FY 2020-21. See Table 1 for WAVE service data.

Currently, FY 2021-22 ridership is improving with an average 608 monthly trips, approximately 50% of the total trips provided pre-COVID-19. Monthly trips continue to increase, with the majority taken by single riders in the vehicle. The WAVE service can easily provide more trips with the current bus fleet. The annual operations cost of the WAVE service including fuel is \$530,000 and is funded with dedicated transit funding under the Formula Allocation Procedure (FAP) and Proposition Local Return Funds.

Table 1 - WAVE Service Data

Fiscal Year	2017-18	2018-19	2019-20 July-Feb	2019-20 Mar-June	2020-21	2021-22 July-April
Service Hours	6,731	6,864	4,436	1,817	5,838	5,435
Boardings	14,201	13,669	8,880	1,437	4,845	6,082
Avg. Monthly Trips	1,183	1,139	1,110	359	404	608

Taxi Voucher or Transportation Network Companies (TNC) Transportation Subsidy Programs

In 2005, the City made major changes to its transportation services that implemented three fixed routes (102, 104 and 109), and cancelled the Dial-A-Taxi program for seniors and people with disabilities in order to convert to the WAVE Dial-A-Ride service.

Currently, South Bay cities have different approaches to providing supplemental transportation services for seniors and people with disabilities to their residents. Hermosa Beach supplements the WAVE service with a Dial-A-Taxi program (up to \$450/mo. per person), Manhattan Beach operates a Dial-A-Ride similar to the WAVE, El Segundo changed their dial-a-ride service in mid-2021 to use a Transportation Network Company (TNC) (up to \$600/mo. per person) due to issues with hiring drivers, and Torrance offers a Dial-A-Taxi program (up to \$156/mo. per person).

Funding

Dedicated Local Return Proposition A funds which pay for City transportation programs are fully allocated to current transportation services and programs, bus capital expenses, and the new Transit Center location. Unless changes in existing service levels were made, the addition of a new transit program would require the use of other Local Return Funds such as Proposition C, Measure R or Measure M, or the use of General Funds. A taxi/TNC transportation subsidy program is not eligible to be funded by FAP or other state transit operations formula funding.

Cities with Taxi/TNC Transportation Subsidy Programs

Each city has a different program design and parameters which determine the annual costs for their individual programs. These factors include: the eligible population size, the percentage of the population that uses the service and the frequency of use by each person, the monthly value allocated per person, the amount the City pays for each trip, the maximum trip distance allowed, the amount the City pays each month per person, age and eligibility criteria, the use of a TNC or taxi companies, and the cost of the program administration using in-house staff or an outside contractor.

Table 3, “Taxi Voucher/TNC Program Parameters and General Information” (at the bottom of the report), provides brief general information and the annual budgets of the supplemental Taxi/TNC transportation subsidy programs offered by El Segundo, Hermosa Beach, Torrance, and West Hollywood. Approximately 2.4% (50) of El Segundo senior residents are registered to use the TNC program, approximately 4.43% (119) of Hermosa Beach senior residents are registered to use the taxi voucher program, approximately 6.07% (1,500) of Torrance senior residents are registered to use the Dial-A-Taxi program, and approximately 7% (504) of West Hollywood senior residents are registered to use the Van/TNC program.

While Hermosa Beach and El Segundo offer higher monthly trip values per person, they both have a smaller eligible population that uses the program. Torrance and West Hollywood offer a lower monthly trip value but have higher eligible populations that use their program. The design of a Redondo Beach program would determine the overall cost of the service, and staff would need to return to City Council with various program design options and detailed cost estimates before a final figure could be provided.

The Redondo Beach senior population is 9,376, and the population of people with disabilities is 2,433. The program parameters and the percentage of population that could register and use the service will determine the annual transportation cost to provide a voucher/TNC program. The budget would be based on the estimated people registered for the program, their approximate use each month, and the monthly trip value allocated to users.

Taxi/TNC Program Costs

Table 2, “Taxi/TNC Transportation Example of Estimated Costs” (below) shows annual cost estimates for a Redondo Beach program with parameters similar to the other Cities. If the program parameters are designed similar to Hermosa Beach, El Segundo, Torrance or West Hollywood, based on projections between 4% (472) to 7% (827) of the senior and disabled population who register and regularly use the program, the total cost for trips provided would range from \$566,000 per year up to \$5.9 million per year. If the percentage of residents using the program is higher than 7%, the total cost for trips would be more than \$6M per year.

The lower estimated program transportation cost would have a monthly trip value amount similar to West Hollywood (up to \$100 per month per person) and the higher estimated

program cost would have a monthly trip value similar to Hermosa Beach (up to \$450 per month per person) or El Segundo (up to \$600 per month per person).

Table 2 – Taxi/TNC Transportation Example of Estimated Costs For Trips

Eligible 65+	9,375		9,375	
Eligible Disabled	2,433		2,433	
Percentage and Number of Users	4%	472	7%	827
Up to 40 rides/month @ \$15 value Monthly Value per person: \$600/month	\$3,400,992 / Year		\$5,952,000 / Year	
Up to 30 rides/month. Avg trip value: \$15 Average Monthly Value per person: \$450/month	\$2,550,774 / Year		\$4,463,802 / Year	
Purchase up to 12 ride credits, @ \$13 each Monthly Value per person: \$156/month	\$884,256 / Year		\$1,547,100 / Year	
Purchase up to \$100 ride credits monthly value per person Average 10 trips/month \$200/month (with a medical condition)	\$566,832 / Year		\$991,956 / Year	

In addition, the administration of the program would need to be contracted out, as there is inadequate City personnel to oversee the program, and a Request for Proposals would need to be prepared and issued for the service. West Hollywood contracts the administration of their program and budgets approximately \$153,000 per year for the contractor's Project Manager, Customer Service Representative, Dispatcher, Call Center and application processing.

Table 3 -Taxi Voucher/TNC Program Parameters and General Information					
Category	El Segundo Dial-a-Ride with Lyft	Hermosa Beach Dial-A-Taxi	Torrance Taxi, Dial-A-Taxi	West Hollywood TNC program with Van	Redondo Beach
Eligibility Criteria	Resident 55+ or Disabled	Resident 62+ or Disabled	Resident 65+ or Disabled, Income- based fees	Resident 62+ or Disabled	Resident 62+ or Disabled (WAVE)
Total Population	Pop 16,654,	Pop 19,728	Pop 147,067	Population: 36,145	Population: 71,573
Senior Population	12.5% over 65: 2,081	13.6% over 65: 2,683	16.8% over 65: 24,707	20% over 62: 7,230	13.1% over 65: 9,376 3.4% disabled: 2,433
Number of participants	Approximately 50 registered 2.4% of eligible 65+	119 registered 4.43 % of eligible 65+	1,500 registered 6.07 % of eligible 65+	504 registered 7% of eligible 65+	Assumption of S/D: 4%: 472 participants 7%: 827 participants
Taxi or TNC	TNC- Lyft	South Bay Yellow Cab	All Yellow Taxi, Bell Cab, South Bay Yellow/United Checker Cab Co- op	Administration and Service Contract with Ambiance for lift vehicle or TNC (Lyft/Uber. 95% of trips are TNC)	

Table 3 -Taxi Voucher/TNC Program Parameters and General Information					
Category	El Segundo Dial-a-Ride with Lyft	Hermosa Beach Dial-A-Taxi	Torrance Taxi, Dial-A-Taxi	West Hollywood TNC program with Van	Redondo Beach
Monthly per person maximum value or trips provided	Up to 40 trips @\$15 value Monthly value: \$600	Up to 30 trips @ average \$15 value Monthly value: \$450	Purchase up to 12 ride credits @ \$13 each. Monthly Value: \$156	Purchase up to \$100 ride credits; average 10 trips/month. Eligible for \$200/month (medical).	
Annual Budget of trip expenses	New program. No current data.	FY21: \$55,000	\$1.2M – Pre- COVID \$800K during COVID	\$532,345	
Total Estimated Annual Cost	Up to \$50,000 Excludes Staff costs	Up to \$65,000 Excludes Staff costs	\$1 million Staff Costs: \$100,000	\$648,046 Excludes staff costs	

CITY OF REDONDO BEACH

Budget Response Report #6

June 7, 2022

Question:

What is the status of Transit Fund Revenues for FY 2022-23, and how will they be applied throughout the City?

Response:

All transportation programming is projected to be fully funded for FY 2022-23. Beach Cities Transit (BCT), as a recognized Municipal Transit Operator, receives its primary sources of funding from the Los Angeles County Metropolitan Transportation Authority (Metro) under the Countywide Formula Allocation Procedure (FAP) Transit Funds. Many elements of transit funding are voter-approved sales tax measures that provide stable sources of funding for transit activity. The use of Transit Funds and revenues are restricted to transit services and programs and are not eligible for non-transit related uses.

Due to the COVID-19 pandemic, the Federal Government approved the American Rescue Plan Act (ARPA) of 2021 which provided the Los Angeles County region \$1,464,954,367 of public transit formula operating and capital grants to prevent, prepare for, and respond to COVID-19. The ARPA authorizes the City to use these funds for reimbursement of BCT operating expenses, COVID-19 related costs, transit revenue losses, and transportation funding shortfalls. The ARPA transit funding allocations will continue to support FAP and farebox funding shortfalls in FY 2022-23.

Each year Metro approves the Countywide FAP Transit Funds for Municipal Transit Operators, and Proposition A/C, Measure R and Measure M Local Return Fund Allocations in June. Metro has projected a FAP funding increase of approximately 3.3% over FY 2021-22 Local Return revenue estimates based on economic forecasting data. BCT fare and bus pass revenues estimates are conservative, as the resumption of fare collection and BCT bus pass sales will begin later in FY 2022-23.

The City's FAP allocation is based on Metro's fare-unit formula that uses vehicle service miles and passenger revenues as factors to determine the proportionate share of revenue distributed to Municipal Transit Operators. Due to COVID-19, Municipal Transit Operators in the region suspended fare collection, so an average of FY 2019-20 and FY 2020-21 statistics will be used to determine the allocations for FY 2022-23.

Total available transit funds - inclusive of FAP revenues, Proposition A Local Return Funds and ARPA funds - are estimated to be approximately \$5,298,785 for FY 2022-23. The following is a summary of transit revenues for FY 2022-23:

Anticipated FY 2022-23 Transit Fund Revenues

Proposition A Fund Local Return Allocation Reserve Fund	\$ 860,674
Metro Transit FAP Funds Allocation FY 2022-23	\$ 3,126,817
ARPA Federal Transit Funds	<u>\$ 1,341,294</u>
Total Estimated Transit Fund Revenue	\$ 5,298,785

Transportation program expenditures include programming for BCT and WAVE service operations, transit center facilities operations, management and maintenance, transit marketing, transit security, bus pass sales and subsidy programs, senior and youth recreational trips, professional consultants, personnel costs, general transportation administration, and rideshare programming related to Rule 2202 compliance (SCAQMD regulation). In addition to the regular program costs, there will be increased costs related to the additional COVID-19 safety measures that have been implemented for public and operator safety, bus operations, transit operations facility and equipment cleaning. Additionally, Transit Fund expenditures will increase in FY 22-23 when the new transit center facility is operational due to new costs for building, landscaping and parking lot maintenance as well as increased utility usage.

Proposition A Fund Local Return funds require expenditure within three years of funding allocation. The City receives and spends approximately \$1.6 million Proposition A Fund Local Return funds per year; unexpended Proposition A Fund Local Return funds are placed in the Proposition A Special Revenue Fund for future allocation. The FY 2020-21 CAFR lists a fund balance of over \$2M. The City also receives funds from the South Coast Air Quality Management District (SCAQMD), the Federal Transit Administration (FTA), and California Department of Transportation (CALTrans) for capital and special project purchases.

CITY OF REDONDO BEACH

Budget Response Report #7

June 7, 2022

Question:

The Proposed Budget includes a Decision Package recommending funding for the restoration of facility hours at the North Branch and Main libraries. What would the North Branch Library hours of operation be if the Decision Package is approved?

Response:

In FY 2020-21, due to COVID-19, facility hours at the North Branch Library were reduced by 8 hours per week, and at the Main Library by 16 hours per week. The combined reduction in hours resulted in part-time savings of approximately \$170,000.

Prior to FY 2020-21, the North Branch was open to the public during the following hours:

Monday – Thursday	12:00 PM – 8:00 PM
Saturday	9:00 AM – 5:00 PM

Currently the North Branch is open to the public during the following hours:

Monday – Thursday	1:00 PM – 7:00 PM
Saturday	9:00 AM – 5:00 PM

If “Decision Package #5 – Restoration of Library Hours” is approved, the North Branch library will be open to the public during the following hours:

Monday – Thursday	11:00 AM – 7:00 PM
Saturday	9:00 AM – 5:00 PM

The realignment of operating hours from 12:00 PM – 8:00 PM to 11:00 AM – 7:00 PM is suggested to better serve patrons during times of peak demand. Restoring the 8-hour Monday through Thursday schedule at the North Branch Library costs approximately \$30,000 per year in additional part-time funds.

CITY OF REDONDO BEACH

Budget Response Report #8

June 7, 2022

Question:

Which area library systems have gone fine free? How much annual revenue does the Redondo Beach Public Library typically collect from fines? Why do library systems choose to go fine free?

Response:

Within the last five years, library systems in the following cities and counties have gone fine free: Altadena, Burbank, County of Los Angeles, Glendale, Inglewood, Los Angeles, Monterey Park, Palmdale, Pasadena, Sierra Madre, Simi Valley, Thousand Oaks, and Ventura County.

Library systems in Azusa, Calabasas, Oxnard, and Pomona are considering going fine free in the upcoming fiscal year.

El Segundo Public Library, Palos Verdes Library District, and Santa Monica Public Library are currently fine free for juvenile materials. El Segundo and Santa Monica libraries are considering going fine free for all materials this year.

The Redondo Beach Public Library is budgeted to collect approximately \$12,000 in library fines for overdue materials this fiscal year comprised of approximately \$5,400 in late fines on adult materials and approximately \$6,600 on juvenile materials. Total revenue from library book fines represents 0.3% of the Library's overall budget.

Revenue from fines has decreased over the years due to reduced circulation of physical materials (and a corresponding increase in digital circulation), automatic renewal of items, and the closure of the library system during the COVID-19 pandemic.

Fine revenue since FY 2010-11 is as follows:

Fiscal Year	Amount
FY 2021-22 (to date)	\$5,328.73
FY 2020-21	\$2,751.27
FY 2019-20	\$20,954.06
FY 2018-19	\$41,023.31
FY 2017-18	\$45,484.84
FY 2016-17	\$51,648.48

FY 2015-16	\$59,438.35
FY 2014-15	\$66,106.46
FY 2013-14	\$77,608.60
FY 2012-13	\$79,032.76
FY 2011-12	\$86,163.16
FY 2010-11	\$96,021.83
TOTAL	\$631,561.85

If the Library were to forgive all previously issued fines (that remain uncollected), the lost revenue would total approximately \$170,000. Approximately 369 Redondo Beach Public Library active cardholders are currently blocked from using the Library due to owing fines of over \$10.00. The blocked cardholders represent 0.6% of total library system participants.

Library systems typically decide to go fine free because it is generally labor intensive to collect and reconcile fines and, from an equity standpoint, fines have been found to have a disproportionate impact on lower-income individuals, keeping them from fully engaging with libraries. It should be noted that fine-free library systems still bill for unreturned items, and a certain number of overdue items prevent a patron from checking out additional materials.

CITY OF REDONDO BEACH

Budget Response Report #9

June 7, 2022

Questions:

How does the City's Information Technology Equipment Replacement Program work and what equipment is recommended for replacement in FY 2022-23, per Decision Package #25 - Information Technology Equipment Replacement?

Response:

The City's Information Technology Equipment Replacement Program was established in FY 2005-06 as a way to keep the City's technological infrastructure up to date and to minimize failures and workplace disruption due to unreliable, outdated or failing computer hardware and software. The City had experienced considerable disruption due to old technology from the time it started implementing non-mainframe-based solutions around 1993 up to 2006. The replacement program was funded to combat these disruptions and to proactively maintain a mission critical system. Since the program's implementation, the City has enjoyed a very robust and reliable technological infrastructure.

During each mid-year budget review, IT staff evaluate the equipment replacement schedule and add or remove equipment based on current needs and circumstances. IT staff may also extend or reduce the lifespan based on the condition of the equipment or pending changes in the technological cycle. For example, in FY 2007-08 instead of replacing 21 computer servers, the City funded the implementation of a virtual server infrastructure. At times, equipment is replaced for other reasons than simply reaching the end of its lifespan, such as technological advances or the inability of equipment to run current software.

The spreadsheet used to manage the IT Replacement Schedule was created by Financial Services staff and provided to the IT Department. The schedule is based on the estimated useful lives of the equipment across a 10-year rolling period. The replacement value is calculated using a 3.5% compounded rate against the purchase price of the equipment, software and services for the respective number of life span years assigned. Examples are provided in the below table:

Equipment	Purchase Price	Life Span Years	Replacement Value Full Life (3.5% compounded rate)	Annual Rental
Network Edge Equipment	\$600,000	7	\$971,217	\$138,745
Network Core Routers	\$100,000	7	\$161,869	\$23,124

Each fiscal year, an IT Internal Service Annual Rental charge is assessed to each department for the eventual replacement of technological equipment. These charges are independent of the IT Internal Service Fund charges for personnel and maintenance and operations. The number of departmental computers, computer-related equipment, telephones, and telecom-related items is used to allocate equipment that cannot be identified directly to a department. The total yearly charge (beginning in FY 2006-07) has ranged from approximately \$420,000 to \$736,000 depending on the equipment included in the replacement schedule each year. The charge has declined over time as we move from capital equipment expenses to subscription-based services. The table below contains past departmental annual rental charges:

Fiscal Year	Amount
FY 2022-23	\$496,711
FY 2021-22	\$512,969
FY 2020-21	\$0
FY 2019-20	\$477,706
FY 2018-19	\$462,563
FY 2017-18	\$462,508
FY 2016-17	\$441,795
FY 2015-16	\$488,259
FY 2014-15	\$495,432
FY 2013-14	\$477,234
FY 2012-13	\$494,909
FY 2011-12	\$617,354
FY 2010-11	\$588,166
FY 2009-10	\$636,403
FY 2008-09	\$736,905
FY 2007-08	\$736,905
FY 2006-07	\$420,200

For FY 2020-21, due to budget restrictions, staff extended the life of equipment by one year and suspended the departmental rental charges. This extended the lifespan and replacement cycle of all equipment by one year and saved the General Fund \$454,748 and other funds \$95,158. The end result was a revenue reduction to the Information Technology Fund of \$548,906, representing approximately a 19% reduction in the IT budget.

FY 2022-23 Equipment Replacement:

Each fiscal year, a budget Decision Package is recommended for Council consideration to allocate funds from the IT Replacement Fund to the IT Internal Service Fund for equipment scheduled for replacement. Equipment is only recommended for replacement when it is fully funded - the funds to pay for the FY 2022-23 IT replacement program are currently fully accrued in the IT Replacement Fund.

The amount requested to be allocated each fiscal year depends on which equipment is scheduled to be replaced. It can be more or less than the annual departmental rental charge. Previous years allocations approved by City Council from the IT Equipment Replacement Fund to the IT Internal Service Fund are as follows:

Fiscal Year	Amount
FY 2022-23 (Proposed)	\$211,245
FY 2021-22	\$432,695
FY 2020-21	\$1,133,086
FY 2019-20	\$234,385
FY 2018-19	\$427,712
FY 2017-18	\$105,710
FY 2016-17	\$543,700
FY 2015-16	\$246,533
FY 2014-15	\$220,471
FY 2013-14	\$985,291
FY 2012-13	\$550,298
FY 2011-12	\$327,000
FY 2010-11	\$136,743
FY 2009-10	\$201,875
FY 2008-09	\$436,452
FY 2007-08	\$1,101,301
FY 2006-07	\$441,600

Following are some examples of enterprise wide mission critical systems that have benefitted from the replacement program:

- Data Network Infrastructure - (2006, 2013, 2021)
- Telecommunications System – (2006, 2012, 2021)
- Public Safety Computer Aided Dispatch and Records Management Systems (2005, 2010, 2015)
- Network perimeter firewalls – (2010, 2016)
- Network Equipment Battery Backup – (2011, 2015, 2019)
- High speed document imaging scanners – (2010, 2014, 2016, 2019)

An appropriation from the IT Equipment Replacement Fund (fully funded for FY 2022-23) to the Information Technology Internal Service Fund (Decision Package #25) is necessary to implement the FY 2022-23 IT replacement program.

In FY 2020-21, in light of the City's financial situation, staff recommended that only City network equipment be replaced as it had reached end-of-life and was showing some signs of instability (noisy fans, failures, unexpected behavior, etc.). All other equipment scheduled for replacement was deferred to FY 2021-22 and as such those funds remained in the IT Equipment Replacement Fund.

Below is a listing of technological equipment scheduled for replacement in FY 2022-23 and the estimated costs that make up the requested \$211,245:

Information Technology:

Replacement Item	Amount
Enterprise Perimeter Firewall <ul style="list-style-type: none"> • Acquired in 2016. Equipment will be ~6 years old upon replacement. Protects City network through a host of security features. Newer, more advanced model now available. 	\$43,024
Copy Center Paper Folder. <ul style="list-style-type: none"> • Acquired in 2017. Equipment will be ~5 years old upon replacement. 	\$7,053
Copy Center Tape Binder <ul style="list-style-type: none"> • Acquired in 2017. Equipment will be ~ 5 years old upon replacement. 	\$7,053
Identification Card printer and Camera <ul style="list-style-type: none"> • Acquired in 2018. Equipment will be ~4 years old upon replacement. Used to generate and print City employee identification cards. 	\$7,459

Fire Department:

Replacement Item	Amount
Portable Smart Board <ul style="list-style-type: none">Acquired in 2016. Equipment will be ~6 years old upon replacement.	\$9,834
Fire Vehicle Modem <ul style="list-style-type: none">Acquired in 2017. Equipment will be ~5 years old upon replacement. Modems connect Fire vehicles to the City network.	\$14,252

Engineering:

Replacement Item	Amount
Conference Room Projector <ul style="list-style-type: none">Acquired in 2015. Equipment will be ~5 years old upon replacement.	\$2,613

City Clerk:

Replacement Item	Amount
High Speed Document Scanners – 3 Ea. <ul style="list-style-type: none">Acquired in 2018. Equipment will be ~4 years old upon replacement. Used to scan documents into the Laserfiche document imaging system.	\$ 34,353

City Attorney:

Replacement Item	Amount
Document Scanner <ul style="list-style-type: none">Acquired in 2018. Equipment will be ~4 years old upon replacement.	\$6,584

Library:

Replacement Item	Amount
Receipt Printers <ul style="list-style-type: none">Acquired in 2018. Equipment will be ~4 years old upon replacement.	\$6,584

Police Department:

Replacement Item	Amount
High Speed Document Scanners <ul style="list-style-type: none">Acquired in 2018. Equipment will be ~4 years old upon replacement. Used to scan documents in to the Laserfiche document imaging system.	\$22,902
Briefing Room Projector <ul style="list-style-type: none">Acquired in 2016. Equipment will be ~6 years old upon replacement.	\$7,376
Police Vehicle Modems <ul style="list-style-type: none">Acquired in 2017. Equipment will be ~5 years old upon replacement. Used to connect Police patrol vehicles to the City network.	\$33,255
Video Surveillance View Stations <ul style="list-style-type: none">Acquired in 2019. Equipment will be ~4 years old upon replacement. Used by PD staff to view and monitor surveillance video.	\$8,906

CITY OF REDONDO BEACH Budget Response Report #10

June 7, 2022

Question:

What is the cost for adding shade structures over existing park play equipment similar to what was constructed at Perry Park?

Response:

The existing shade umbrellas used at Perry Park, as shown below, are attached elements of the play structures. Due to structural safety and liability concerns it is not practical to install this type of shade structure on existing play equipment at other parks post construction.



Perry Park Umbrella Shade Feature

The preferred method to increase shade over existing play equipment is to add separate freestanding structures. The two most common types of freestanding shade structures are canopy style and sail style, as pictured below.

The cost for canopy style structures ranges from \$7,000 to \$50,000, depending on the size and height of the structure. The most popular size, a 20' x 20' structure with an eight-foot entry height, costs roughly \$10,000. Installation costs, which includes concrete footings, support columns and associated hardware, vary significantly depending on the size of the play structure and the type of surface on which it sits. Installation costs range from \$15,000 to \$50,000. The cost to install a 20' x 20' structure is about \$18,000.



Canopy Style Shade Structure

Sail style structures are more expensive than canopy structures, with costs ranging from \$10,000 to \$75,000. The cost for a structure with 20-foot sides is about \$18,000. Installation costs are similar to that of canopy style structures.



Sail Style Shade Structure

The Public Works Department's annual operating budget does not include funding for the installation of shade structures at existing play equipment facilities. If the City Council would like to install additional shade structures, it is recommended that the park sites be identified and specific project funding be appropriated as part of the Capital Improvement Program.

CITY OF REDONDO BEACH

Budget Response Report #11

June 7, 2022

Question:

What is the cost to purchase and install radar feedback signs that collect vehicle speed data?

Response:

The Public Works Department has deployed a number of static radar feedback (RFB) signs and is in the process of obtaining more to improve driver awareness, calm traffic, and reduce vehicle speeds. These “static” RFB signs are in addition to the portable signs mounted on trailers used by the Police Department.

In the current Public Works inventory, the RFB signs provide an instantaneous display of the speed of an approaching vehicle but do not track or retain data. Newer sign technology can support remote monitoring and data collection from the RFB signs, including a cloud-based data mining and reporting platform. These RFB signs communicate via on-going cellular service, which is bundled upfront as part of the purchase. Solar powered options also exist to simplify placement compatibility.

The price for the sign (hardware), software and cellular subscriptions, with a 10-year maintenance term has a one-time cost of approximately \$7,500 per sign unit. Most locations utilize two RFB signs, with one pointed in each travel direction. The installations have been performed by City crews, but could be contracted out in the future to avoid impacts on staff resources. Installation costs vary depending on whether an existing pole can be used for mounting or a separate pole must be purchased and installed at the desired location. Cost for installation and materials is estimated below for four scenarios, based on current market pricing.

Existing Pole Installation / Contractor

RFB Sign	\$7,500
Labor	\$1,000
<hr/>	
Total	\$8,500

New Pole Installation / Contractor

RFB Sign	\$7,500
Labor	\$4,000
Materials (pole, base, etc.)	\$2,500
<hr/>	
Total	\$14,000

Existing Pole Installation / City Crews

RFB Sign	\$7,500
Labor	\$300
<hr/>	
Total	\$7,800

New Pole Installation / City Crews

RFB Sign	\$7,500
Labor	\$1000
Materials (pole, base, etc.)	\$2,500
<hr/>	
Total	\$11,000

CITY OF REDONDO BEACH Budget Response Report #12

June 7, 2022

Question:

What would be the cost to install a dog run in Czuleger Park?

Response:

Most areas of Czuleger Park are not suitable for a dog run because the terrain is too sloped and do not allow for ADA compliance. However, there is a suitable flat area in the northwest corner of the park, outlined in red below.



This area is ADA accessible, as it is serviced by the elevator in the Plaza Parking Structure. It is also the furthest location from residences which would ease potential noise concern. A dog run of approximately 3,600 square feet could be created in this area.

The costs would be as follows:

Install perimeter fencing:	\$22,000
Install gate and holding area:	\$1,000
Install dog waste bag dispensers:	\$75
Install wood chips:	\$750
Install signage:	\$500
General site improvements:	\$5,000
Irrigation system modifications:	\$2,000
15% contingency	\$4,700
Total	\$36,025

It should be noted that the dog run would also create on-going costs for maintenance and operation. The Public Works Department estimates an annual cost of roughly \$15,000 for trash and waste removal, restocking waste bags, replacing wood chips and other necessary maintenance.

The creation of similar dog runs in other parks throughout town have been popular and widely used by members of the community without greenspace to safely run their dogs in or around residences.

CITY OF REDONDO BEACH

Budget Response Report #13

June 7, 2022

Question:

What special events were designated as “Signature Events” and received City subsidy prior to the COVID related budget reductions in Fiscal Year 2020-21? What is the City’s special event review and approval process? What are special event organizers charged for City expenses?

Response:

Prior to FY 2020-21, special events occurring on public property fell into one of three categories: (1) Signature Events, (2) City-Initiated Events; and (3) Other Special Events. While these three categories are collectively referred to as “Special Events,” there are important distinctions between the three categories as noted below.

Signature Events – Prior to FY 2020-21, there were six designated Signature Events that received City funding and/or staff support. The list of Signature Events and the degree of support was reviewed annually by the City Council as part of the budget process. In addition to subsidizing staff costs in identified annual amounts, the City waived rental, permit, and parking fees for these events.

Prior to FY 2020-21, the following event subsidies were in place:

Signature Events	General Fund	Tidelands	Uplands
Super Bowl 10K Run/Walk	\$20,000	\$ -	\$ -
Lobster Festival	\$ 5,500	-	-
Springfest Carnival	\$ 8,190	-	-
Riviera Village Summer Festival	\$ 2,500	-	-
Riviera Village Holiday Stroll	\$ 2,500	-	-
4 th of July City Fireworks*	\$ -	4,200	16,800

*The City’s annual Fireworks event used to be hosted by a contract partner that collected all event fees and covered all costs beyond the identified subsidy. The City’s subsidy was offset by retained parking fees.

It should be noted that there were two additional special events, not designated as “Signature”, that received a cost waiver from the City, the King Harbor Sea Fair (\$2,000) and the King Harbor Boat Parade (\$2,000).

As a budget savings measure in FY 2020-21, the City eliminated signature event subsidies and required all event sponsors to fully cover event costs. As a result of this

policy change and due to COVID related group gathering restrictions and a lack of anticipated participation, several special events did not occur in FY's 2020-22 including three historic signature events; the Riviera Village Summer Festival, the Lobster Festival, and the Springfest Carnival.

Other Special Events – All other special events are subject to the City's review policy for special events as outlined below. These special events are required to pay all requisite fees and to cover any resulting costs to the City. On an annual basis, the Community Services Department prepares an event calendar which lists these special events with dates and locations to be published on the City's website. Some of these events were not held in FY 2021-22, including the South Bay Greek Festival and the St. Patrick's Day 5k Run.

City-Initiated Events – Additionally, there are a limited number of City-Initiated events which are sponsored and funded through City department budgets as part of their regular work program including the Community Open House, Volunteer Appreciation, Egg Hunt, and the Senior Health Fair. These events are largely self-contained and do not create impacts causing concern to residents or businesses and are funded through annual department operating budgets.

Special Event Review/Approval Process – The Community Services Department receives special event applications and coordinates the interdepartmental review of all special events. The process flows as follows:

1. Upon receipt of the completed application, Community Services staff will distribute an electronic copy of the completed Special Event Application to the Special Events Review Committee comprised of the following individuals:
 - a. Traffic Engineer
 - b. Police Chief or designee
 - c. Fire Chief or designee
 - d. Public Works Director or designee
 - e. RCS Director or designee
 - f. Risk Manager
 - g. Waterfront & Economic Development Director or designee
 - h. Community Development Director or designee
2. Requirements and cost estimates concerning the special event application are collected via e-mail. In the event of significant concerns, a meeting of the above individuals is scheduled to review the application. In some cases, there is a pre-meeting of the Special Events Review Committee prior to the meeting held with the event promoter.
3. The event plan is modified/finalized based on direction from the Review Committee and the event is then executed with the identified supporting City resources.

4. Following the event, each impacted City department submits final charges for event support. Charges vary based on the size and scope of the event and typically include Public Safety staffing, Public Works support, Traffic Control Plan and Building Safety Inspections, and associated permit fees.

City Charges for Special Events – Invoices for each of the past year's events have been included as attachments to the BRR to illustrate typical City event charges. The attached invoices include the following special events:

- July 4 5K Run/Walk
- 4th of July Fireworks & Festival for a Fun 21
- Beach Life Festival – September
- LA Kings 5K/Walk
- Halloween Trick or Treat Stroll
- Riviera Village Holiday Stroll
- Redondo Beach Superbowl Sunday 10K



415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171

SPECIAL EVENT**INVOICE****DATE:**

12-Jul-21

EVENT DATE: 3-Jul-21
EVENT: Independence Day 5K Run/Walk and Kids' Dash
SPONSOR: Village Runner Racing
ADDRESS/CITY: 318 Ave I, #509, Redondo Beach, CA 90277
CONTACT: Mike Ward, 310-993-6453

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S1009
Community Services	Special Event Processing Fee	\$ 50.00	10032000-405520	S1009
Public Works/Eng. Div.	Street Closure Permit/Inspection. ID/signature required in Eng/Door E	-	10052100-410720	S1009
Fire	Fire Inspection Fee	-	10022100-410500	S1009
Fire/Harbor Patrol	Fire Dept Standby: 24 staff hours	-	10022400-410520	S1009
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S1009
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S1009
Police/Staffing	Police Fees/Staffing	\$ 14,041.00	10021180-410910	S1009
Police/Sound Variance	Sound Variance Permit	\$ 72.00	10021150-410910	S1009
Police/Parking Enforcement	Parking Meter Fees	-	10021200-410900	S1009
Public Works	Street Maintenance	\$ 3,903.30	10051800-411920	S1009
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S1009
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S1009
TOTAL DUE:		\$18,066.30		

Insurance/Waiver of Liability Cleared on: 6/29/21

Pay to: City of Redondo Beach
 Attn: Cashier's Office/Special Events
 P.O. Box 270, Redondo Beach CA 90277

** All Health Department, ABC, and other governmental regulations must be obeyed **

* For weekend/off-hour emergency contact list, call Police Front Desk: 310-379-2477, option 1, Ext. 2351.



415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171

SPECIAL EVENT INVOICE

DATE:

12-Jul-21

EVENT DATE:

4-Jul-21

EVENT:

4th of July Fireworks & Festival for a FUN 21

SPONSOR:

Pike Properties and Management

ADDRESS/CITY:

1611 S Catalina Avenue #115

CONTACT:

Jeff Ginsburg, 310-462-3221

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S9999
Community Services	Special Event Processing Fee	\$ 50.00	10032000-405520	S9999
Public Works/Eng. Div.	Street Closure Permit/inspection. ID/signature required in Eng/Door E	-	10052100-410720	S9999
Fire	Fire Inspection Fee	-	10022100-410500	S9999
Fire/Harbor Patrol	Fire Dept Standby: 24 staff hours	\$ 1,693.52	10022400-410520	S9999
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S9999
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S9999
Police/Staffing	Police Fees/Staffing	\$ 8,910.00	10021180-410910	S9999
Police/Sound Variance	Sound Variance Permit	\$ 72.00	10021150-410910	S9999
Police/Parking Enforcement	Parking Meter Fees	\$ 1,248.00	10021200-410900	S9999
Public Works	Street Maintenance	-	10051800-411920	S9999
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S9999
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S9999
TOTAL DUE:		\$11,973.52		

Insurance/Waiver of Liability Cleared on: 6-2-21

Pay to: City of Redondo Beach

Attn: Cashier's Office/Special Events

P.O. Box 270, Redondo Beach CA 90277

** All Health Department, ABC, and other governmental regulations must be obeyed **

* For weekend/off-hour emergency contact list, call Police Front Desk: 310-379-2477, option 1, Ext. 2351.



DATE: 12/2/21

415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171

EVENT: Beach Life Festival - 2021
SPONSOR: Sanford Ventures
ADDRESS/CITY: P.O. Box 809, Hermosa Beach, CA 90254
CONTACT: Allen Sanford

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S9999
Community Services	Special Event Processing Fee	-	10032000-405520	S9999
Public Works/Eng. Div.	Street Closure Permit/inspection. ID/signature required in Eng/Door E	-	10052100-410720	S9999
Fire	Fire Inspection Fee	-	10022100-410500	S9999
Fire/Harbor Patrol	Fire Dept Standby	\$ 15,816.00	10022400-410520	S1034
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S9999
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S9999
Police/Staffing	Police Fees/Staffing	\$ 50,282.51	10021180-410910	S1034
Police/Sound Variance	Sound Variance Permit	-	10021150-410910	S9999
Police/Parking Enforcement	Parking Meter Fees	-	10021200-410900	S9999
Public Works	Street Maintenance	-	10051800-411920	S9999
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S9999
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S9999
TOTAL DUE:		\$66,098.51		

**SPECIAL EVENT INVOICE****DATE: 9/21/21**

415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171 ext. 3466

EVENT DATE: 9/18/2021
EVENT: LA Kings 5K in Redondo Beach
SPONSOR: L A Kings
ADDRESS/CITY: 555 N Nash St El Segundo CA 90245
CONTACT: Jennifer Pope

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S9999
Community Services	Special Event Processing Fee	\$ 50.00	10032000-405520	S9999
Public Works/Eng. Div.	Street Closure Permit/Inspection. ID/signature required in Eng/Door E	-	10052100-410720	S9999
Fire	Fire Inspection Fee	-	10022100-410500	S9999
Fire/Harbor Patrol	Fire Dept Standby - 2 bike medics	\$ 720.00	10022400-410520	S9999
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S9999
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S9999
Police/Staffing	Police Fees/Staffing	\$ 12,602.25	10021180-410910	S9999
Police/Sound Variance	Sound Variance Permit	-	10021150-410910	S9999
Police/Parking Enforcement	Parking Meter Fees - 6 hrs x 87 spaces	\$ 783.00	10021200-410900	S9999
Public Works	Street Maintenance	\$ 4,323.80	10051800-411920	S9999
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S9999
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S9999
TOTAL DUE:		\$18,479.05		



415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171 ext. 3466

SPECIAL EVENT INVOICE**DATE:**

2-Nov-21

EVENT DATE: 31-Oct-21
EVENT: Halloween Trick or Treat Stroll
SPONSOR: Riviera Village Association
ADDRESS/CITY: 265 Avenida Del Norte, Redondo Beach, CA 90277
CONTACT: Kimberly Judy, 310-792-1355

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S9999
Community Services	Special Event Processing Fee	\$ 50.00	10032000-405520	S9999
Public Works/Eng. Div.	Street Closure Permit/inspection. ID/signature required in Eng/Door E	-	10052100-410720	S9999
Fire	Fire Inspection Fee	-	10022100-410500	S9999
Fire/Harbor Patrol	Fire Dept Standby	-	10022400-410520	S9999
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S9999
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S9999
Police/Staffing	Police Fees/Staffing - 14 hrs	\$ 1,890.00	10021180-410910	S9999
Police/Sound Variance	Sound Variance Permit	-	10021150-410910	S9999
Police/Parking Enforcement	Parking Meter Fees 62 spaces x 5 hrs	\$ 465.00	10021200-410900	S9999
Public Works	Street Maintenance	-	10051800-411920	S9999
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S9999
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S9999
TOTAL DUE:		\$2,405.00		

**SPECIAL EVENT INVOICE**

DATE:

8-Dec-21

415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171 ext. 3466

EVENT DATE: 2-Dec-21
EVENT: Riviera Village Holiday Stroll
SPONSOR: Riviera Village Association
ADDRESS/CITY: 1799 S Catalina Ave, Unit RVA, Redondo Beach, CA 90277
CONTACT: Kimberly Judy, 310-792-1355

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S1015
Community Services	Special Event Processing Fee	-	10032000-405520	S1015
Public Works/Eng. Div.	Street Closure Permit/inspection. ID/signature required in Eng/Door E	-	10052100-410720	S1015
Fire	Fire Inspection Fee	-	10022100-410500	S1015
Fire/Harbor Patrol	Fire Dept Standby	-	10022400-410520	S1015
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S1015
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S1015
Police/Staffing	Police Fees/Staffing: 4 officers	\$ 2,700.00	10021180-410910	S1015
Police/Sound Variance	Sound Variance Permit	-	10021150-410910	S1015
Police/Parking Enforcement	Parking Meter Fees 62 spaces x 10 hrs	\$ 930.00	10021200-410900	S1015
Public Works	Street Maintenance	-	10051800-411920	S1015
Community Services	Seaside Lagoon Rent / Staffing	-	60032600-410010-R1013	S1015
Community Services	Veterans Park - Rent / Staffing	-	10032500-405010	S1015
TOTAL DUE:		\$3,630.00		

Pay to: City of Redondo Beach
 Attn: Cashier's Office/Special Events
 P.O. Box 270, Redondo Beach CA 90277

**SPECIAL EVENT INVOICE**

DATE:

3-Mar-22

415 Diamond Street, Redondo Beach, CA 90277 (310) 372-1171 ext. 3466

EVENT DATE: February 12-13, 2022
EVENT: Redondo Beach Superbowl Run
SPONSOR: Redondo Beach Chamber of Commerce
ADDRESS/CITY: 1611 S Catalina Ave, #204, Redondo Beach, CA 90277
CONTACT: Dominik Knoll

DEPARTMENT	DESCRIPTION	AMOUNT DUE	ACT NO.	PROJECT NO.
Business License	Business License Tax, \$34x1 day	-	10018000-400140	S1001
Community Services	Special Event Processing Fee	-	10032000-405520	S1001
Public Works/Eng. Div.	Street Closure Permit/inspection. ID/signature required in Eng/Door E	-	10052100-410720	S1001
Fire	Fire Inspection Fee	-	10022100-410500	S1001
Fire/Harbor Patrol	Fire Dept Standby	\$ 1,800.00	10022400-410520	S1001
Waterfront/Econ Dev	Tidelands Revenues	-	60045200-405010	S1001
Waterfront/Econ Dev	Uplands Revenues	-	60145200-405010	S1001
Police/Staffing	Police Fees/Staffing	\$ 41,700.75	10021180-410910	S1001
Police/Sound Variance	Sound Variance Permit	-	10021150-410910	S1001
Police/Parking Enforcement	Parking Meter Fees: 62 spaces x 4 hrs	\$ 372.00	10021200-410900	S1001
Public Works	Street Maintenance/Staffing	\$ 11,317.46	10051800-411920	S1001
Community Services	Seaside Lagoon Rent - 3 days	\$ 1,500.00	60032600-410010-R1013	S1001
Building Services	Electrical/Generator Permits	\$ 583.20		S1001
TOTAL DUE:		\$ 57,273.41		

Pay to: City of Redondo Beach
 Attn: Cashier's Office/Special Events
 P.O. Box 270, Redondo Beach CA 90277

CITY OF REDONDO BEACH

Budget Response Report #14

June 7, 2022

Question:

What is the Fire Department doing to address training needs?

Response:

The recent assessment of the Fire Department identified inconsistent training as one of the principal concerns of Redondo Beach Firefighters. Inconsistent training is defined by the organization as the varied delivery and practice of the core firefighter skills used by members during emergency response. The Fire Department has developed an ambitious multifaceted approach to resolve this concern. These strategies include developing a comprehensive Training Matrix (see attached), assigning a Fire Division Chief to training as their principal responsibility, and hiring subject matter experts to deliver curriculum to all personnel. Decision Package #'s 18 and 53 support resolving these inconsistencies and providing top level training for all members of the department.

COMPREHENSIVE TRAINING MATRIX

Historically the Fire Department has relied on quarterly training exercises to maintain competency. This system has not grown as the demands for Fire Department services have expanded. This has resulted in inconsistencies between shifts as members work on different skills in varying ways. This variance is a challenge for employees as they work with different supervisors. This spring, the Fire Department assigned personnel to develop a Training Matrix in response to this identified weakness. Three months of staff work were committed to developing a comprehensive plan to satisfy the following benchmarks:

- Capture the Fire Department core competencies
- Provide a unified, systematic skill delivery that develops similar emergency operations
- Create a simple and easy to use plan
- Implement a training cycle that is coordinated with other regional Fire Departments
- Provide a paperless system that documents all members completing training
- Obtain buy-in and contribution from all members
- Develop skills that could be delivered by different members of the organization with similar results

The Training Matrix is currently being beta tested with several modules. The complete application of the plan is anticipated by the start of FY 2022-23. The Training Matrix covers a two-year cycle to capture all of the required Fire Department core competencies. Appendix A is a copy of the Redondo Beach Training Matrix with Quick Response (QR) code access. Each month introduces operational competencies with related skills sheets and reference material for review. Over 240 hours of training are captured in the Training

Matrix with an additional 36 hours of emergency medical continuing education. The primary focus of all training is the hands-on application of identified critical job performance competencies. The Training Matrix also incorporates a digital library with videos developed by the Redondo Beach Fire Department that highlight operational best practices.

TRAINING DIVISION CHIEF

Inconsistent training was also the product of different Fire Division Chiefs and Captains taking on the responsibility of training oversight. This process invariably created widely diverse practices and frustration among team members. In June, an acting Division Chief position was assigned training as their primary area of responsibility. This Fire Division Chief is charged with implementing the Training Matrix, standardizing the department practices, and updating the methods used to document training. As part of the executive staff the Division Chief position has the influence and organizational oversight to completely overhaul the department training process. The Training Division Chief also has the ability to impact change at the highest levels of the organization. The Fire Department training records also require a significant overhaul. Since the Fire Department lost the Training Officer position in 2008, training files have been irregularly updated and completed. Direction from the Training Fire Division Chief, with support from administrative staff, will confirm that training is delivered effectively and then properly documented.

SUBJECT MATTER EXPERTS AND TRAINING RESOURCES

The Redondo Beach Fire Department is an “all-risk” response agency, meaning that the agency is accountable for any emergency that our community may face. Emergency response competencies that are high-risk but low frequency require expertise found outside of the agency. Examples of these types of responses include hazardous materials, wildfires, technical rescues, and automobile extrications. Decision Package # 53 supports the hiring of experts from across the country to teach our Firefighters the best practices to mitigate high-risk emergencies. Using outside instructors also allows the Fire Department to have the same material delivered by experts to all of our Firefighters, reducing inconsistencies. An example of this type of specialized high-risk training is our Hazardous Materials IQ course presented by the experts from Federal Resource. These instructors work for the Miami-Dade Fire Department and travel across the country to teach Redondo Beach Firefighters. They have developed a system and curriculum that allows our Firefighters to rapidly identify the risks associated with any hazardous material spill and, if we can, rescue exposed victims.

A second component to improve training consistency is having the training resources to support hands-on practice. DP # 18 supports the Fire Department hiring outside experts and purchasing the props to support that training. Currently one of our high-risk Fire Department operations is ventilation, where our Ladder Truck Firefighters make access to the roof of a building to release the smoke from inside the structure. This operation allows firefighters inside of the structure to locate victims and determine where the fire is burning. This skill requires constant practice to safely and effectively master. Currently our firefighters travel to Manhattan Beach or the El Camino Fire Academy to use their ventilation training prop.

This limits their access to practice and developing ventilation skills is a challenge due to the infrequent exposure. DP # 18 supports the Fire Department building a ventilation training prop in Redondo Beach. This will allow firefighters to frequently practice a skill that can make a critical difference in rescuing victims in a fire.



TRAINING MATRIX

2023-2024

**“Training Mission
Statement Here”**

TABLE OF CONTENTS

1. Cover Sheet
2. Introduction
3. Table of Training Disciplines
4. QR Code to Master Schedule & QR Code to Master Online Library
5. Master Schedule for 2022, 2023, 2024
6. Drill Evolution Template
7. Skill Sheet Evolution Template
8. Monthly Training Record

To do as a group/presentation:

1. Develop Training Mission Statement
2. Understand Master Schedule and Rx Training
3. Evolution Template
4. Skill Sheet Template
5. APS and Sending Recorded Training to Training Department

Introduction

The Redondo Beach Fire Department is striving to increase the competency during emergency response while simultaneously increasing the safety of personnel. We are also always seeking to improve our customer service for the citizens, business partners, and visitors of Redondo Beach. As such, a thorough training program is being built to ensure standardized, consistent training for all members of the fire department. The purpose of this document is to provide systematic training to improve the efficiency and reliability of emergency response.

This training document will provide The Redondo Beach Fire Department with a detailed, multi-year training plan. This training plan is developed to create a safe, positive, and effective training environment. The training topics will enable all personnel to build upon foundational skills and to learn new and innovative firefighting concepts and techniques. The structure and content of this plan strives to provide the agency with a clear and concise training guide. Utilizing this guide will provide weekly, monthly, quarterly and annual training topics. The goal will be to follow this guide to meet the needed training topics set forth in this plan. Flexibility and revision will be expected as new training opportunities and agency and community needs arise or new events develop.

Personnel will be encouraged to promote personal training accountability, innovative thinking, and teamwork during all training activities. Reviewing training topics and skills prior to the training drills can also improve the training efficiency. It is imperative to create a new culture and mindset when it comes to training. Those cultural changes should include:

- providing training topics in advance
- providing resources to prepare personnel prior to topics
- encouraging positive dialogue, accepting that errors occur, and learning from them as an agency

Each discipline will be covered systematically throughout the training year. Topics will be loaded into the training matrix, so all crews can follow a consistent training schedule. The material covered will be developed by the captain assigned to that particular discipline. Station captains will ensure all training is provided to their respected shifts each month. Skill sheets, reference material, and video links will be uploaded as they are developed. This information will help personnel review material prior to training. Training records will be logged throughout the month to ensure proper record keeping and accountability.

Overview of training discipline are listed below:

Engine Company Operations	Quarterly	HOURS TBD
Truck Company Operations	Quarterly	HOURS TBD
RIC/VEIS/Search and Rescue	Bi-Annually	HOURS TBD
HAZMAT	Annually	HOURS TBD
Technical Rescue	Bi-Annually	HOURS TBD
Officer Development	Bi-Annually	HOURS TBD
Multi-Causality Incidents	Annually	HOURS TBD
Apparatus Operator	Quarterly	HOURS TBD
Multi-Company	Quarterly	HOURS TBD
Rapid Fire	Monthly	HOURS TBD
EMS Continuing Education	Monthly	HOURS TBD
Boat Operations	Monthly	HOURS TBD
APS Online Topics	Monthly	HOURS TBD



**REDONDO BEACH FIRE DEPARTMENT
TRAINING SCHEDULE AND SKILL SHEETS**

**RBFD TRAINING SCHEDULE
WWW.REDONDO.ORG/RBFDTRAINING**



**RBFD SKILL SHEETS
WWW.REDONDO.ORG/RBFDTRAININGDOCS**



Redondo Beach Fire Department

401 South Broadway
Redondo Beach, California 90277
Ph: (310) 318-0663
Fax : (310) 376-3407



REDONDO BEACH FIRE DEPARTMENT TRAINING SCHEDULE 2022

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
ENGINE OPS	TRUCK OPS	R.I.C. VEIS S&R	ENGINE	WILDLAND	TRUCK	ENGINE OPS	TRUCK OPS	R.I.C. VEIS	ENGINE	TRUCK	MAKE UP
OFFICER	HAZMAT	TECH RESCUE	PUMP OPERATOR	AERIAL OPERATOR	MCI	OFFICER	Water Rescue	TECH RESCUE	PUMP OPERATOR	AERIAL OPERATOR	MAKE UP
EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS
RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE
BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS
		Q1 MULTI-CO.DRILL			Q2 MULTI-CO.DRILL			Q3 MULTI-CO-DRILL			Q4-MULTI-CO-DRILL



REDONDO BEACH FIRE DEPARTMENT TRAINING SCHEDULE 2023

[illegible]



REDONDO BEACH FIRE DEPARTMENT TRAINING SCHEDULE 2024

JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER
ENGINE OPS	TRUCK OPS	R.I.C. VEIS S&R	ENGINE	WILDLAND	TRUCK	ENGINE OPS	TRUCK OPS	R.I.C. VEIS	ENGINE	TRUCK	MAKE UP
OFFICER	HAZMAT	TECH RESCUE	PUMP OPERATOR	AERIAL OPERATOR	MCI	OFFICER	Water Rescue	TECH RESCUE	PUMP OPERATOR	AERIAL OPERATOR	MAKE UP
EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS	EMS
RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE	RAPID FIRE
BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS	BOAT OPS
		Q1 MULTI-CO.DRILL			Q2 MULTI-CO.DRILL			Q3 MULTI-CO-DRILL			Q4-MULTI-CO-DRILL



Candidate/Firefighter SMITH

Evaluator/Instructor JOHNSON

Date

05/03/2022

Evolution Performed:	AUTO EXTRICATION
Equipment needed:	TRUCK 61 & HOLMATRO TOOLS
Performance Objective	CUT DOORS OFF VEHICLE
Evolution/Skill Steps	
1. ESTABLISH TOOL CASH WITH HOLMATRO AND NEW HURST JAWS OF LIFE	
2. ASSESS DAMAGE OF VEHICLE AND DEVELOP A JAWS OF LIFE PLAN	
3. PROVIDE PATIENT CARE ONCE VEHICLE IS STABILIZED	
4. UTILILIZE RESUCE 42'S FOR EXTRA STABILIZATION	
5. UTILIZE JAWS OF LIFE TO CUT DOORS OFF VEHICLE	
6. CONTINUE PATIENT CARE AND TRANSPORT PATIENT WITH RESCUE 61 TO HOSPITAL	
7. CLEAN UP DEBRIS AND OIL FROM VEHICLE	
8. RETURN EQUIPMENT TO IN SERVICE CRITERIA	

[illegible]

Additional Notes:

NEW HURST TOOLS WORKED EFFICIENTLY

Critical Failures/Notes:

New Changes:

Feedback :

SAMPLE

E-mail Form



Candidate/Firefighter

Evaluator/Instructor

Date

Evolution Performed:	Holmatro Extrication Equipment		
Equipment needed:	T61, Power Unit, Cutters, Spreaders, Rams		
Performance Objective	Assemble Equipment and Perform Extrication		
Evolution/Skill Steps	See Below		
Time	10 Mins		
Critical Failures <ul style="list-style-type: none"> • Fails to peek and peal, prior to operating a tool. • Fails to maintain the 10/10/20 rule or places head, hand or other body part past the window threshold. • Fails to create a purchase point prior to attempting to spread the door. • Operates the tool while positioned between the tool and the vehicle. • Fails to manage panel movement or has to be stopped for personnel or equipment safety. • Fails to secure the door and have assistance in supporting the door prior to completely removing from vehicle. • Inappropriately utilizes tools during the operation. i.e. uses the cutter tips to create a larger gap. • Any unsafe condition in which the proctor must step in and stop the evolution. <p>Any step with an *** signifies a critical failure</p>			
	Pass	Fail	Complete
1. Build tool cache with all extrication equipment and Rescue 42's.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Assemble Holmatro Tools and prepare to perform extrication.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Peal and Peek Prior to cutting or spreading.***	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Perform Vehicle Extrication Techniques to remove door.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5.Creates purchase point when needed.***	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6.Demonstrates safe practices when spreading or cutting. (avoids being in between vehicle and tools).***	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7.Demonstrates safe practices by using 10,10, 20 airbag space whenever in vehicle.***	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8.Utilizes assistant to secure and remove door prior.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Additional Notes:

Critical Failures/Notes:

New Changes:

Feedback :

SAMPLE

E-mail Form

Training Record

Topic – Engine Company and Officer Training

Shift – A1

January

Personnel

	Engine	Officer
Boster	x	x
Yamamoto	x	x
Hong	x	
Odell	x	
Godinez	x	
Diaz	Missed	
Carvutto	Missed Mandatory	
Archambault	x	

CITY OF REDONDO BEACH Budget Response Report #15

June 7, 2022

Question:

What would it cost to repave Avenue I between Catalina Avenue and Elena Avenue?

Response:

The 2020 Pavement Management System Report (2020 Report) included a survey and evaluation of the pavement along the stretch of Avenue I between Catalina Avenue and S. Elena Avenue and provided a Pavement Condition Index (PCI) for the street segment of 52. This portion of Avenue I is approximately 55,590 square feet, which is equivalent to 6,177 square yards. PCI scores in this range are typically not good candidates for slurry seal treatment and require more intensive rehabilitation methods.

The recommended treatment for blocks with a PCI of 52 is typically a mill and thick overlay. The estimated unit cost for this treatment in the 2020 Report is set at \$50 per square yard.

Avenue I – Catalina Avenue to S. Elena Avenue Construction Costs

Total square yardage of asphalt:	6,177/SY
Unit cost for grind and thin overlay:	\$ 50/SY
Cost for Rehabilitating Pavement:	\$ 308,850

The above cost is only for paving rehabilitation and should not be used for budgeting without accounting for the additional work done by the City when these projects go to construction. There are additional costs to prepare design documents, repair concrete curb, gutter and ADA curb ramps as required, add back striping, replace traffic signal loops that are damaged in the milling process, and provide construction management and inspection services. For budgeting purposes, this number should be escalated by 25-30% to account for the other elements involved in completing the work. As such, the total cost to repave Ave I between Catalina and Elena Avenues is estimated to be \$400,000.



CITY OF REDONDO BEACH

Budget Response Report #16

June 7, 2022

Question:

What is the cost to enhance the crosswalks at S. Catalina Avenue and S. Elena Avenue?

Response:

The intersection of S. Catalina Avenue and S. Elena Avenue is a three-legged intersection with all-way stop controls and upgraded solar powered flashing LED stop signs. Recently, as part of the crosswalk enhancements at the intersection, a curb bulbout was added to the west side of S. Catalina Ave to focus pedestrian crossing at this location and to add visibility to pedestrians emerging from the sidewalk. In addition, high visibility continental-style crosswalks were added to the north and east legs.

As the crosswalks are already enhanced with flashing all-way stop controls, a bulbout, and high visibility crosswalk markings there are limited options for further enhancement due to regulations in the California Manual on Uniform Traffic Control Devices (CA-MUTCD) outlined in Section 4N.02 In-Roadway Warning Lights at Crosswalks. The Section states, "If used, In-Roadway Warning Lights at crosswalks shall be installed only at crosswalks with applicable warning signs. They shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic signals."

One remaining option is the installation of raised pavement reflective markers in the crosswalk that would increase visibility for oncoming motorists, especially at night. The cost to add raised pavement markers is approximately \$500 for this intersection.

CITY OF REDONDO BEACH

Budget Response Report #17

June 7, 2022

Question:

What is the cost to enhance the crosswalks at Grant Avenue and Aviation Blvd.?

Response:

The intersection of Grant Avenue and Aviation Blvd is an offset four-legged intersection (Grant Ave is opposite Ormond Lane) that is controlled by a traffic signal, with pedestrian heads at each corner. As such, there are limited options for enhancing the crosswalks with more electronic devices (e.g. beacons or rapid flashers) due to regulations in the California Manual on Uniform Traffic Control Devices (CA-MUTCD), as outlined in Section 4N.02 In-Roadway Warning Lights at Crosswalks. The Section states, "If used, In-Roadway Warning Lights at crosswalks shall be installed only at crosswalks with applicable warning signs. They shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic signals."

The remaining enhancement options at this intersection include upgrading the current standard crosswalks to high visibility continental style crosswalks and installing a Turning Vehicles Yield to Pedestrians (R10-15) sign to remind drivers who are making turns to yield to pedestrians. The cost to complete these enhancements is approximately \$3,500.

CITY OF REDONDO BEACH

Budget Response Report #18

June 7, 2022

Question:

What do other cities charge merchants for use of outdoor dining parklets in the public right of way? How much parking meter revenue is lost per parking space and what expenses are involved in constructing a dining deck?

Response:

Staff contacted neighboring/comparable cities that have installed dining decks in public rights of way and found a wide variation of assigned fees and charges.

Neighboring Cities (alphabetical)

El Segundo – does not currently charge rent for dining decks or for the segment of Richmond Street that has been closed to traffic and used for outdoor dining.

Gardena – No rental fees on record.

Hawthorne – No rental fee on record. Application fees suspended through 06/30/2022.

Hermosa Beach - \$1.50 per square foot of area utilized.

Lawndale – No rental fees on record.

Manhattan Beach - \$3.00 per square foot. The fee is currently suspended to assist restaurants in recovering from pandemic impacts.

Other Comparable Cities (alphabetical)

Beverly Hills – Fees suspended through 12/31/2022, with fees varying from \$2.50 to \$5.00 per square foot for parklet dining under consideration by the OpenBH Conversion Code and Fee Structure Subcommittee.

Culver City - \$1.08 per square foot, plus a ROW Restoration Assessment, a Sewer Assessment, and an Application Fee.

Pasadena – Fees Suspended through 06/30/2022. Rates vary from \$0.51-\$1.34 per square foot and include an additional per spot parking recovery fee.

San Clemente - \$4.00 per square foot for public property, \$1.00 per square foot for private property.

Santa Barbara – Fees suspended through 07/01/2022.

Parking Meter Revenue

The rate charged for parking meters in Riviera Village is \$1.50 per hour. Meters are enforced from 6:00 am to 9:00 pm, making potential revenue per meter \$22.50 per day and \$8,212.50 per year.

However, several factors impact parking meter revenue, such as permit holders parking in metered spaces and spaces not being occupied. During the 2019 calendar year, when parking meter rates were the same, the City was not yet impacted by COVID-19 and there were no dining decks, the average revenue per meter in Riviera Village was \$3,527 per year, which equates to \$294 per month.

Dining decks vary in size and number of occupied metered parking spots. If we estimate that the average dining deck occupies three metered parking spaces, the City has accepted the loss of approximately \$882 in metered parking revenue per month for each dining deck. The average full parking space is 180 square feet, and three spaces total 540 square feet. As a comparison, if the City collects \$2 per square foot, per month for each dining deck, and the dining decks on average occupy three full parking spaces, the City would receive \$1,080 in monthly revenue.

Cost to Construct

The estimated cost to construct a permanent dining deck with K-rail traffic protection is approximately \$110 per square foot, including design, materials and installation. A deck of typical size (18' x 30') costs roughly \$59,400.

These estimates are based on previous installation costs and have been adjusted for the increased cost of construction over the past two years.

CITY OF REDONDO BEACH

Budget Response Report #19

June 7, 2022

Question:

What funding options are available to support the repaving of Grant Avenue?

Response:

Grant Avenue spans 1.25 miles from Inglewood Avenue on the east and Aviation Blvd. on the west. During the pavement study conducted by NCE in 2020 the estimated cost of repaving Grant Avenue was \$2,617,000. Given increased construction and material costs, and the additive costs for necessary sidewalk concrete repairs, design services and other soft costs, it is reasonable to assume that the estimated cost has increased by 25%, pushing the estimated cost to repave Grant Ave. to approximately \$3,300,000.

Grant Avenue is not a bus route and therefore is not eligible for Prop C funding, a source that is typically used for the City's busier arterial streets. Potential funding sources include SB 1 State Gas Tax, Local Return Measure R, Local Return Measure M, and/or future General Fund Capital allocations.

It should be noted however, that there are specific ongoing/recurring street projects, including the City's annual Residential Rehabilitation Project, that traditionally occupy a significant portion of the local return funds and SB 1 State Gas Tax funds. Furthermore, there are specific street projects, such as Artesia Blvd. from Harper Ave. to Hawthorne Blvd., Aviation Blvd. from Artesia Blvd to Manhattan Beach Blvd, and Rindge Ln. that are programmed to be funded by local return funds over the next three fiscal years. These projects, if approved in future CIP budgets as currently scheduled in the five-year program, will utilize the majority of available local return funds over the next several years.

Repaving Grant Ave. could be added to the unfunded CIP list and/or programmed for local return funds and capital funds in out years of the CIP plan. The council could also make Grant Ave. a priority in the deferred maintenance street CIP and fund it through that project account as funds become available.

CITY OF REDONDO BEACH Budget Response Report #20

June 7, 2022

Question:

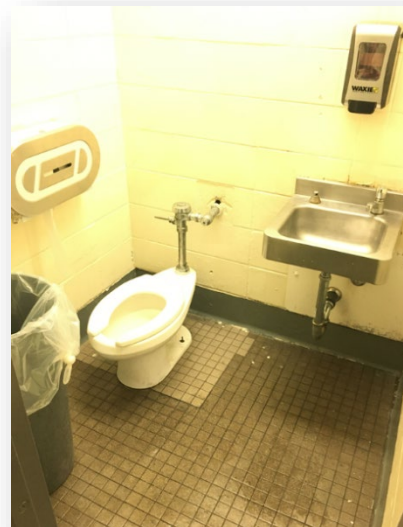
What is the cost to remodel the restrooms on the International Boardwalk near Quality Seafood?

Response:

In March 2020, the Public Works Department installed six new entrance doors and repainted the restrooms located near Quality Seafood. There are additional upgrades that could also be implemented. The estimated costs for these improvements are as follows:

Replace floor tile	\$30,000
Replace plumbing fixtures	\$60,000

A full reconstruction of the restroom can-not be accomplished at this location because the current restroom foot print and existing structural walls do not allow for the expansion of stall space needed to comply with ADA standards.



As an alternative, there may be an opportunity to place brand new ADA-compliant restrooms in a portion of the space formerly occupied by the Fun Factory. For planning purposes, new infill restrooms in this setting are estimated to cost approximately \$500

per square foot. Assuming four restrooms, averaging 80 square feet each, the estimated construction cost is calculated to be \$160,000. An additional 50% should be added to include design costs, contingencies, and construction management services required to effectively complete the project. Using these assumptions, the resulting budget estimate is approximately \$240,000 for the installation of four new restrooms in the vacant former Fun Factory space.

CITY OF REDONDO BEACH

Budget Response Report #21

June 7, 2022

Question:

What is the cost to install raised crosswalks at four locations identified on Beryl Street and Diamond Street not currently included in the Capital Improvement Program?

Response:

Raised crosswalks can have the benefit of increasing visibility of pedestrians crossing a street and slowing traffic to accommodate the vertical displacement created by the raised portion of the roadway. Unlike midblock raised crosswalks that the City Council has considered in the past, raised crosswalks at intersections typically bring an entire intersection, not just the crosswalk, from street level to sidewalk level. The roadway rises somewhat abruptly at each leg of the intersection, inducing drivers to slow down to cross. Like raised midblock crosswalks, raised intersections also serve to reduce speeds and improve visibility of pedestrians. This forced slowing encourages motorists to yield to pedestrian crossers. Raised intersections also have the added benefit of being easier to navigate for emergency vehicles than crossing two raised crosswalks, one each at the entry point and departure point of the intersection.

The general cost to install a single raised intersection varies depending on the size of the intersection, the material used, and potential modifications to the existing infrastructure. The cost to install raised crosswalks along Beryl Street, at North Lucia Avenue and at North Maria Avenue, and along Diamond Street, at North Juanita Avenue and North Helberta Avenue, including design and construction, is estimated to be roughly \$547,000, (or \$137,000 per intersection). These intersections would require reconstruction of existing curb ramps, additional curb drains, adjustments to existing infrastructure, and the relocation of at least one storm drain side-opening catch basin.

The following is a summary of the benefits and disadvantages of raised intersections:

Benefits – Raised intersections create a safer, slow-speed crossing and public space at minor intersections. Similar to speed cushions and other vertical speed control elements, they reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

Disadvantages – General disadvantages associated with the construction of raised intersections include cost of design and construction, especially if large modifications to existing infrastructure, such as reconstruction of existing curb ramps, storm drains, and catch basins, are required. Additionally, the construction of curb raised intersections can involve the removal of on-street parking spaces to accommodate the design (approximately 1 to 2 spaces per corner depending on the location and design).

CITY OF REDONDO BEACH

Budget Response Report #22

June 7, 2022

Question:

What is required to improve maintenance of the upper pond at Wilderness Park and to reconstruct the lower pond?

Response:

Maintenance of the Upper Pond

A program for regular and improved maintenance of the upper pond should include the following:

- Skimming the pond surface daily to remove twigs, trash and small debris
- Feeding the fish daily
- Back washing pond filters weekly
- Comprehensive cleaning once per year in the spring, which involves removing the fish to clean the sand and remove algae and other debris

It is estimated these tasks would require roughly 1,400 hours of staff time per year, which represents roughly 3/4ths of the annual work hours of a full-time Maintenance Worker 1. The cost for a part-time maintenance worker dedicated to this function would be approximately \$40,000 per year. Additionally, it is estimated that it would cost roughly \$2,000 annually for needed materials including fish food, algicides and skimming nets. For comparison, when staff previously contracted out maintenance of the upper pond it cost \$1,000 per month and provided for only one servicing per week.

Reconstruction of the Lower Pond

In 2019, staff prepared a BRR discussing the cost to renovate the lower pond. In it, the cost to install a shallow depth lined pond with water filtration was estimated at \$475,000. An expressed caveat was whether ADA accessibility would be required to this pond. This is an important issue that would require determination by an ADA compliance expert and an issue that could potentially subject the City to legal challenge.

The cost to install such an accessible path of travel could easily double the cost of the pond redevelopment. Escalation of pricing from 2019 to now, and the hyper volatility of the market in these last few months also lend themselves to uncertainty about the existing cost estimates. An initial budget estimate, inclusive of an ADA accessible path of travel to the lower pond could reasonably be estimated at \$1,000,000 and could vary by 20% to 30%. Maintenance costs for the pond's water system are likely to run between \$2,000

to \$2,500 per month initially, depending on the type of filtration system used (chlorine, biofiltration, etc.).

A new concern emerging this year is also whether development of this feature will be consistent with water restrictions likely to be imposed as the current drought worsens. In the past, water features were shut down due to water restrictions. The City's efforts to reduce water use elsewhere could be negated by the addition of a new water feature that will, over time, consume potable water.

CITY OF REDONDO BEACH

Budget Response Report #23

June 7, 2022

Question:

What is the status of sworn police officer staffing in the Redondo Beach Police Department?

Response:

The current staffing status for the Redondo Beach Police Department's 95 budgeted sworn personnel, as of June 1, 2022, is shown on the following table.

Position	Authorized	Frozen	Filled	Vacant
Chief of Police	1	0	1	0
Police Captain	3	0	3	0
Police Lieutenant	6	0	6	0
Police Sergeant	14	0	14	0
Police Officer	71	0	65	6
Total	95	0	89	6

The Redondo Beach PD currently has eighty-nine filled positions which includes two trainees who are currently part of the field training program, one police officer recruit currently in the academy, and one police officer recruit beginning the academy in July.

Three additional candidates were given conditional offers pending the results of their medical and psychological examinations and would bring the sworn personnel number to ninety-two (92). In addition, three Officers are out on IOD status, three Officers are on extended leave due to personal injury with no estimated return date, and two Officers are out on extended family leave.

Recruitment has been a consistent challenge for the Law Enforcement profession nationwide and Redondo Beach PD is not exempt from these challenges. The Department is committed to developing new and innovative ways to recruit qualified candidates via social media, academy visits, billboards, mobile sign boards, and professional flyers. Additionally, the Department is hoping to further incentivize hiring through the approval of Decision Package # 52 - PD Referral and Recruitment Program. This program would increase recruitment for lateral candidates through sign-on and referral bonuses. Additionally, the Department intends to continue to market the City's many video vignettes, special programs, special assignment details, positive history of community engagement, and its contemporary social media platforms to attract candidates from across the country.

CITY OF REDONDO BEACH

Budget Response Report #24

June 7, 2022

Question:

What are the estimated costs for the March 7, 2023 General Municipal Election?

Response:

On March 7, 2023, the City Clerk's Office will conduct the General Municipal Election for Councilmembers in District's Three and Five, the City Clerk, the City Treasurer and two members of the Redondo Beach Unified School District Board. Also included on the ballot, as of June 7, is the cannabis initiative (a 20-page ordinance, as written). It is also possible that additional measures will be included on the ballot as a result of recommendations from the Charter Review Advisory Committee. Additional measures could increase printing and postage costs depending on the volume and type.

Overall, the estimated cost for the election is \$353,725. Funding for the election is proposed as part of Decision Package # 21 and is comprised of the following:

- Staff: both part-time and overtime (pre-, day of, and post-election) to assist with the vote-by-mail process and signature verification in an amount of \$45,000;
- Postage: mailing of Voter Information Guide and prepaid vote-by-mail ballots in an amount of \$35,500;
- Election costs related to poll workers and location procurement in an amount of \$1,500;
- Supplies and Advertising costs for election associated supplies, certificate framing, annual election conference registration and travel, and legal advertising in an amount of \$5,925;
- Contracts/Professional Services:
 - Netfile – e-filing and City website publication of campaign finance reporting in an amount of \$4,800;
 - Consultants – professional services for pre-, day of, and post-election consultation and voter management election software in an amount of \$50,000;
 - Printing – fulfillment, printing of voter information guide, district and city-wide ballots, and language translation in an amount of \$150,000;
 - Ballot Tabulation Equipment – includes vendor assisted on-site services in an amount of \$50,000;
 - Candidate statement upfront costs in an amount of \$10,000; and
 - LA County - Verification of signatures not found in the county's subscription database in an amount of \$1,000.

CITY OF REDONDO BEACH

Budget Response Report #25

June 7, 2022

Question:

What are the benefits and feasibility of a self-service program at the North Branch Library?

Response:

As part of the January 2022 Strategic Plan process, the Redondo Beach Library Commission submitted a letter asking the City Council to consider implementing the open+access system for the North Branch Library. An analysis of the benefits and feasibility of a library self-service program was then added as an Objective of the Strategic Plan.

Developed by the company Bibliotheca, open+access is a system that allows patrons access to a library building, as well as the building's collections, computers, and Wi-Fi, during hours when the building is unstaffed. The service hours at both the North Branch and the Main Library were reduced during FY 2020-21 due to fiscal impacts from COVID-19. The North Branch is currently open thirty-two hours per week (down from forty) while the Main Library is currently open forty hours per week (down from fifty-six). Due to its smaller size, the North Branch is a more feasible location for open+access than the Main Library.

The implementation of open+access at the North Branch Library would offer multiple benefits. Primarily, it would allow for an expansion of service hours without incurring the full costs of staffing. As an example, the Hill Road Library in Ventura County implemented open+access in February of 2018 which allowed the branch to open two hours earlier during weekdays and Saturday and allowed for additional services on Sundays. This particular branch has over 1,000 program patrons and has provided these additional hours of service at an estimated 60% reduced cost compared to normal staffed operations.

Cities across the state have received the California State Library "Bringing the Library to You: Mobile Library Solutions" grant to implement open+access within their facilities. Santa Monica and Torrance are both recipients of this particular grant. While Santa Monica launched its open+access program in July 2021, Torrance was able to use grant funds to prepare for self-service hours by installing security cameras and retrofitting facility doors for automatic lock/unlock capabilities.

The California State Library plans to offer "Bringing the Library to You" grants again in FY 2022-23. This grant could potentially cover up to \$5,000 of set-up fees as well as the first two years of subscription fees.

Bibliotheca provided a quote to Redondo Beach Public Library for the installation and ongoing subscription fees to implement open+access at the North Branch Library. One-time installation fees total \$6,198, while ongoing subscription fees total \$10,688 annually.

The automatic door facing the parking lot would require modification to allow for electronically controlled access. Modifications could include a piggyback off a current access control, a link into the door sensor, or a dry contact relay going into an electronic strike lock. If the door has to be replaced entirely it could cost up to \$40,000. There is an adjacent manual door as well as a manual door on the opposite end of the lobby, facing Artesia Boulevard. Although these doors would remain locked to prevent entry, patrons could exit from them.

Bibliotheca is unable to provide security cameras for the North Branch due to the complexity of the building. Representatives from the City's existing security camera vendor, VectorUSA, provided the City with estimated costs. First year costs for the nine recommended cameras, installation, and monitoring would total approximately \$20,023 and ongoing annual maintenance costs would be approximately \$304. This turnkey system would tie into the existing video management software managed by the City Police Department.

The total cost for year one of the project, assuming the maximum cost for door modifications required, is estimated at \$76,909, with no grant funds factored in. Going forward, open+access would require ongoing costs of approximately \$10,688 for subscription fees and \$304 in security camera costs. This is compared to restoring eight staffed hours per week to the North Branch at a cost of \$30,000 annually in part-time funds. Additional hours, past the proposed restoration of eight per week, would require an additional allocation of full-time personnel.

<i>Installation Expenditures</i>		<i>Ongoing Annual Expenditures</i>	
Installation fee	\$6,198	Subscription fee	\$10,688
Subscription fee	\$10,688	Security cameras	\$304
Door modification	\$40,000	Total	\$10,992
Security cameras	\$20,023		
Total	\$76,909		

Attachments

Library Commission strategic planning letter
open+access quote
VectorUSA proposal
Ocean Park Branch photos



Library Commission	303 North Pacific Coast Highway Redondo Beach, California 90277-2838 www.redondo.org	tel 310 318-0676 fax 310 318-3809
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December 6, 2021

The Honorable Mayor of Redondo Beach
The Honorable Redondo Beach City Council
Redondo Beach Council Chambers
415 Diamond Street
Redondo Beach, CA 90277

Subject: Consider the Self-Service Model open+access for the North Branch Library During the Strategic Planning Process

Dear Honorable Mayor and Councilmembers:

As part of the strategic plan, the Library Commission would like the City to explore the library self-service model open+access, which allows patrons access to a library building, as well as the building's collections, computers, and Wi-Fi, during unstaffed hours. Due to logistical considerations the Library Commission believes that the North Branch building is a more feasible location for this service than the Main Library. The up-front cost estimate of \$50,000 may be eligible for grants. Ongoing operating expenses for open+access would be approximately \$1000 per month; the Library Commission estimates that, given staffing costs, anything above ten extra hours of service a month would produce operating savings.

During the FY 2020/2021 budget process, the hours for the Library system were reduced due to budget cuts. These reduced hours not only underserve the public but also leave a valuable City resource greatly underutilized.

- The North Branch, which had been and continues to be closed on Fridays and Sundays, had its hours reduced by 8 hours per week, so that the building is only open from 1 p.m.- 7p.m. Monday through Thursday as opposed to the prior schedule of 12 p.m.- 8 p.m. (Saturday hours remain the same).
- The Main Library's open hours were reduced by 16 hours per week in the FY 2020/2021 budget, and it is not open on Sundays.

While open+access has been successfully used in Europe for over a decade, Ventura County Library System was one of the first systems in the United States to implement it. The Library Commission had

the opportunity to hear a presentation by Ventura County Library Director Nancy Schram at its August 2 meeting. Director Schram deployed the open+access system at the new Hill Road Library in February of 2018 with great success.

The Ventura County Library System has registered over 1,000 patrons for the service and has allowed:

- Two additional early morning hours during weekdays
- Full-day Sunday “Express Hours”

Use of Express Hours rose by 78% in the first few months of use. The morning hours are unstaffed while the closing Sunday hours are temporarily staffed by a security guard. Since open+access has been in operation, the Library has had no incidents nor revoked any user privileges. The Ventura County Library System has determined that using open+access technology has increased access to basic library services at 60% lower cost¹ compared to traditional costs for staffed operations, and is now looking to expand this service to other locations.

This past year, Santa Monica Public Library and Torrance Public Library, both of which suffered open hour reductions, took advantage of California State Library “Bringing the Library to You: Mobile Library Solutions” grants in order to implement open+access at branch locations. Santa Monica Public Library launched the service on July 28, 2021 at the Ocean Park Branch in order to offer access to the building Wednesdays and Fridays between 10 a.m. and 4 p.m. Torrance Public Library is in the process of implementing open+access at the El Retiro Branch in order to offer early morning access to users of the surrounding park. Members of the Library Commission will visit the El Retiro Branch once open+access is in place to gain a better understanding of the technology.

The Library Commission estimates the up-front cost for open+access will be less than \$50,000 based on comparable installations and may be eligible for grants. It will also require support from City staff to install (cameras, cabling, and door access panel). Ongoing operating expenses for open+access would be approximately \$1,000 per month for the subscription costs vs. approximately \$100 per hour to staff the North Branch. Anything above ten extra hours of service a month would produce operating savings.

Frequently Asked Questions

1. **How does it work?** Patrons 18 years or older in good standing will apply and complete required training to access the building during self-service hours. They will use a card and password to access the building. The North Branch already has self-service options for checking out materials and using the computers and Wi-Fi. Meeting room checkout could also be added.
2. **Will patrons steal? Is it safe?** No incidents have been observed in Ventura County and the technology includes high-definition video recording equipment which the patrons are informed of during their training.
3. **How much does it cost?** While requirements for each facility differ and grant funding may vary, the Library Commission has collected information from recent installations in the area. Torrance Public Library received \$5,000 in grant funds which they used for wiring the building, for the cameras, and for retrofitting the door for automatic lock/unlock. Bibliotheca equipment and the first two years of an annual subscription (\$9,000 per year) were also covered by the grant.

¹ open+access annual cost of \$11,100 equates to approximately \$17.79 per hour for 12 Express Hours per week, versus approximately \$43.95 hourly rate for salary and benefits for a Librarian position.

Through grant funding, Santa Monica Public Library received two years of a subscription to open+access (valued at around \$24,000), a one-time \$5,000 set-up fee, and the open+access system and cameras. The Santa Monica Public Library spent approximately \$30,000 in additional funds for labor and materials involved in modification of the facility, wiring for the library controller, wiring for the entry panel, the installation of components, a door locking mechanism and wiring, and wiring for the cameras.

4. **Who uses this service in Ventura County?** Parents with young children, older adults, working adults that need meeting space, and City employees.
5. **What about privacy of patrons?** Ventura County Library does not monitor the video feed. They keep it for 5 days in case an incident occurs. Access to the video feed is strictly limited to post-incident review.

In light of reduced hours reflecting current and anticipated future budget constraints, the Library Commission recommends that the City investigate the feasibility of implementing open+access at the North Branch as part of the strategic plan as a way to better serve the residents and optimize the City's resources.

Sincerely,



Andrew Beauchamp

Chair

Redondo Beach Library Commission



Redondo Beach Public Library

Extending Access and Advanced Analytics

Date: March 17th, 2022

March 17, 2022

Susan Anderson
Director, Redondo Beach Public Library
303 N. Pacific Coast Highway
Redondo Beach, CA 90277
tel 310 318-0674

Re: Extending Access and Advanced Analytics

Dear Mrs. Anderson,

Libraries today are faced with many unique challenges. We have conversations with libraries that are struggling to respond to the need for patrons to gain access to library materials during the Covid-19 pandemic. During our conversation this week, we learned of your preliminary goal for reopening Redondo Beach Public Library and that creating a safe way increase access to materials is a top priority.

More than ever, shift workers, students, senior citizens and vulnerable individuals all need Redondo Beach Public Library's resources. They need access to crucial library materials and services, and they need a self-service experience that allows them to safely socially distance and while accessing your resources. We don't know how long the current pandemic will last, but forward-thinking libraries like yours are taking action now so they can continue to stay relevant and accessible well into the future.

With the right partner, Redondo Beach Public Library can re-open its libraries with extended access technology that **increases access to your resources and keeps patrons safe during and after the Covid-19 crisis**. bibliotheca will support you in taking the next steps toward enhancing library services at a time when the community needs it most.

This proposal includes special pricing to assist Redondo Beach Public Library in re-opening its libraries. As the Covid-19 pandemic has shown us, libraries remain critical for their communities, and providing accessible and safe ways to access library materials is of utmost importance. Please contact me with any questions.

Sincerely,

Mason Humphrey
VP of Sales, West

Flexible extended access

Redondo Beach Public Library needs a solution that will allow you to comply with social distancing guidelines and embrace the need for increasing patron engagement and awareness by offering extended access to your resources. By moving quickly to deploy technology in safely re-opening your libraries, Redondo Beach Public Library will be making it safer for patrons to access materials and library services in a way they find most comfortable. In fact, 75% of patrons prefer self-service solutions, according to a recent study by [Pew Research Center](#). Staff members will also benefit from increased patron self-service, as they can focus on the needs of community, rather than spending precious time on transactional processes.

How can you **encourage patrons to return to Redondo Beach Public Library and reassure them that safe social distancing will be in place?** How can you use technology to control the number of people physically allowed in the building at one time to comply with social distancing guidelines?

Without a measured approach to allowing access, Redondo Beach Public Library risks becoming a virus hotspot.

Our proposal includes two different Open+ solutions that will allow patrons to enter the library during staffed and un-staffed hours to use your solutions and services or accurately track occupancy in the building/spaces.

Libraries around the world have offered Open+, our flexible extended access solution, to their libraries for years. bibliothecca's Open+ will support you in meeting Redondo Beach Public Library's goals:

- | Supports **social distancing compliancy**
- | **Extends access** to library resources during a time when more and more patrons will need it
- | **Increase library hours**, especially on Sundays and for branches with fewer open hours

We appreciate the opportunity to present our solutions and welcome any discussion about our proposal.



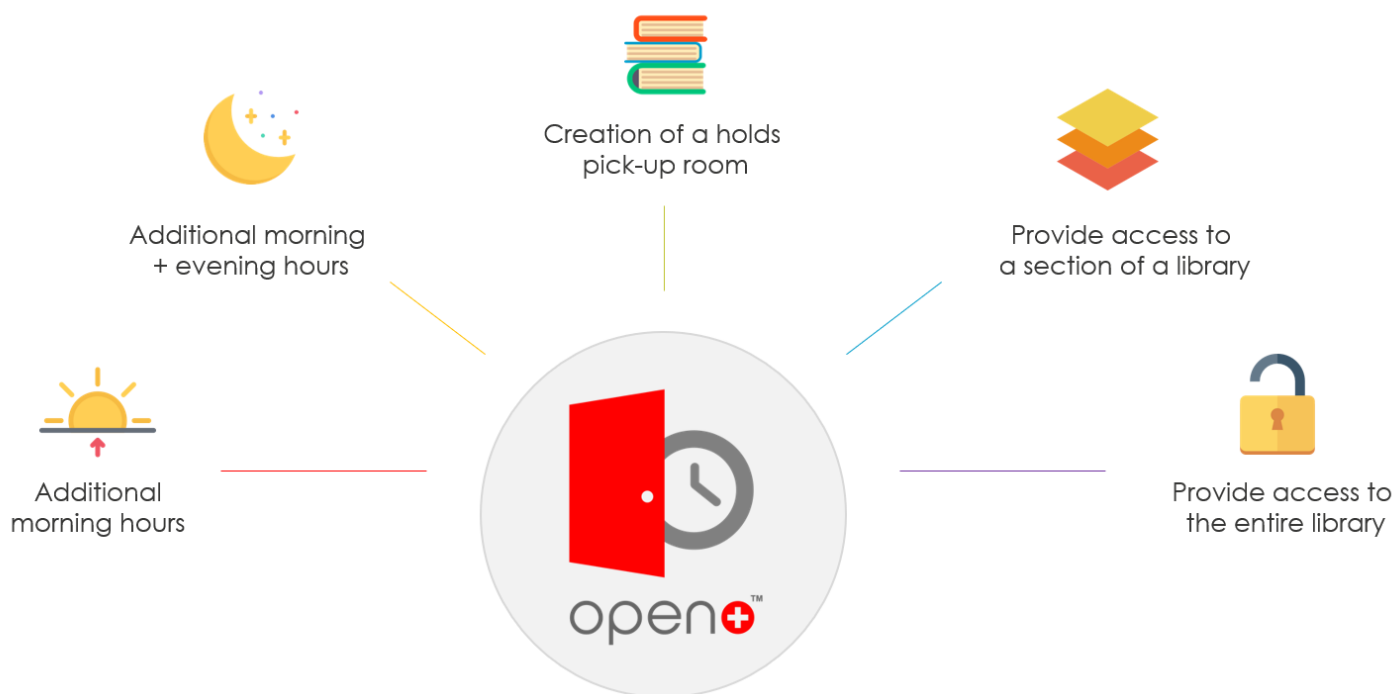
open+TM
by bibliothecca

open+ controlled library access

With almost 1000 libraries relying on open+ globally, bibliothecca is the first library technology provider in North America to bring a truly integrated library-focused solution that allows for extended access to library spaces and resources.

open+ complements staffed library hours, creating a more **convenient and accessible community hub**. From extending access to an entire library or only a section of it, providing full self-service resources or mainly a holds pick-up area, open+ allows libraries the **flexibility to extend access** in the way that best meets the needs of their community and space. There is no one-size-fits-all approach with this technology.

An annual open+ **subscription is predictable** as there is no increase to price if you increase open hours. In addition, the open+ subscription includes ongoing software releases and support for the entire solution, and it's a hosted solution, so CPL doesn't have to worry about on-site server maintenance.



Learn how open+ works: <https://www.youtube.com/watch?v=PoIV-h7bCR0>

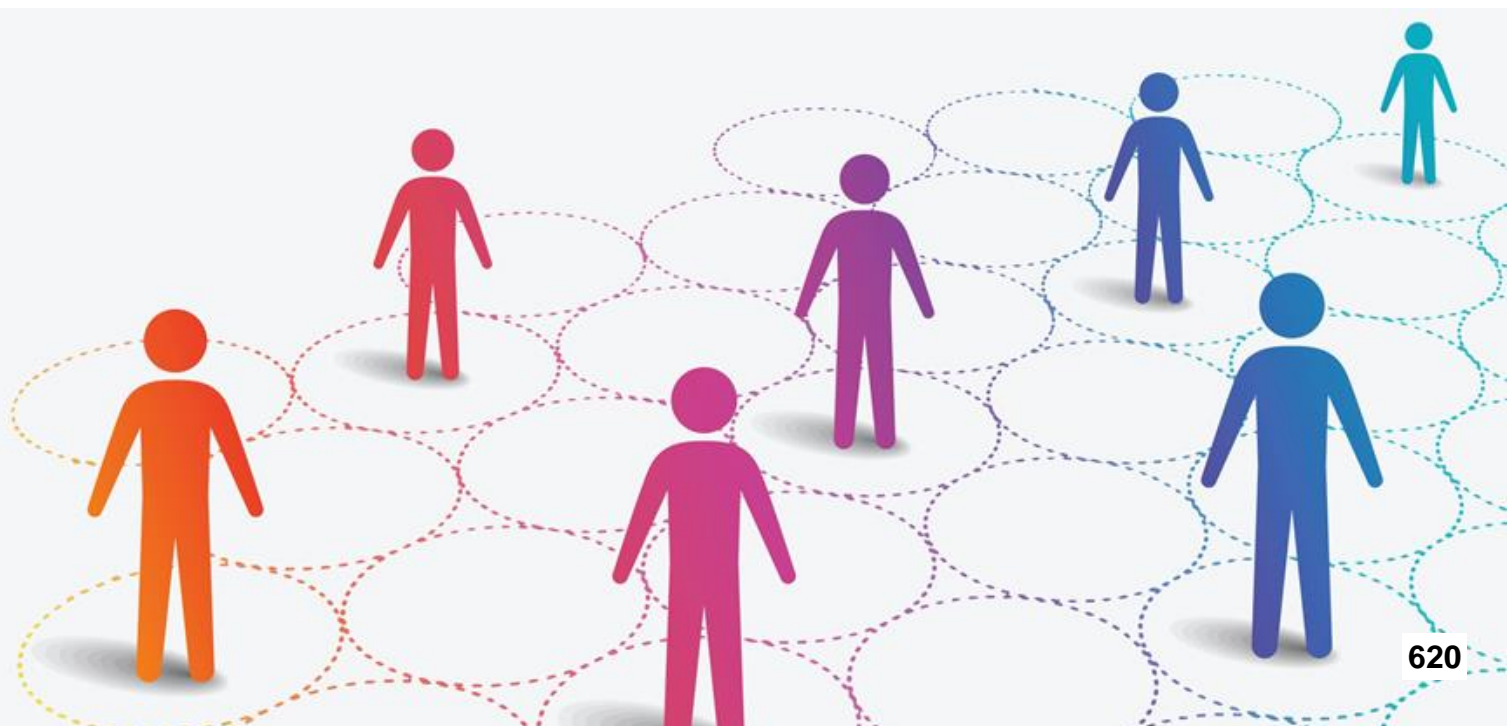
Helping libraries comply with new social distancing regulations

By using state-of-the-art technology, bibliotheca's Open+ solutions has been deployed at hundreds of libraries around the world to:

Control the physical access to the building: Using the Open+ Core access control panel, library staff can remotely and automatically lock the doors when the building has reached its maximum level of compliancy. This ensures continued support of social distancing within the library. It also eliminates the need for staff to personally attempt to restrict people from entering the library. Once a user leaves the library, freeing up capacity, the doors automatically unlock for new library users to enter. This delicate balance of ingress and egress is controlled by a central software system with flexible occupancy limits. open+ can be linked to our digital communication platform and other displays to inform users of current occupancy restrictions to entry.

Broadcast messages to all members: Open+ Core includes an integrated audio system that plays pre-recorded announcements triggered by customizable scenarios. Library staff can use these messages to let people know when the library is close to capacity and kindly ask those who have been in the library for an extended time to finish their visit and free up space for new visitors.

Gain real-time accurate people counts with Open+ Count: Using a flexible, 3D camera-based people-counting solution on select library entrances, Open+ Analytics quickly, accurately, and anonymously determines how many people are inside the building at one time. Paired with the occupancy software, live screens placed throughout the library display real-time occupancy counts. Color-coded warning levels provide a visual indicator of library capacity and warn users and staff when occupancy nears a non-compliance.



open+ Pricing

We have special pricing to assist Redondo Beach Public Library in re-opening your libraries with extended access solutions that can be tailored to each branch. The following pricing is the basic open+ Access & Count implementation with supporting hardware and software.

Products include implementation and 12-month warranty	Quantity	Price per Unit
open+ Access subscription & hardware service Annual per branch. This price is for 1 branch, however, if you implement Open+ Access at more than one location the pricing for the subscription goes down	1	\$9,989
open+ Access enterprise hardware for initial installation One-time, per branch. Hardware includes: <ul style="list-style-type: none"> 1 Controller 1 Entry panel 1 Amplifier 2 Speakers CAT7 cable/connectors 	1	\$4,499
open+ Count enterprise annual software & hardware subscription \$699 Annual per year, hosted. \$1,100 one-time fee for remote setup, configuration, and web portal access.	1	\$1,799
Introduction to open+ Count Training One-time remote training session (2 hours) for up to 10 staff to deep dive into the Open+ Count analytics solution, best practices, and how to present live information to the public	1	\$350
Shipping & Handling	1	\$249

Note: The library is required to prepare the sites for all open+ implementations according to bibliotheca's site-planning guides. Open+ Count hardware is self-install and the software and configuration is remotely installed by Bibliotheca.

Bill To
Redondo Beach Public Library
303 N Pacific Coast Hwy
Redondo Beach CA 90277
United States

Ship To
Redondo Beach Public Library
303 N Pacific Coast Hwy
Redondo Beach CA 90277
United States

Quote **QUO-US04731**

Date 03/17/2022

Customer: C0002310-US
Quote Expiration: 06/15/2022

Payment Terms: Net 30 Days
Sales Rep: Mason Humphrey

Item	Quantity	Net Price	Net Extended
Freight Standard Service SHP000001-000	1	249.00	249.00
Assy, open+ standard install OPN000920-000	1	9,989.00	9,989.00
Installation for: Assy, open+ standard install OPN000920-000-INT	1	4,499.00	4,499.00
open+ count 1 year subscription OPN000601-000	1	1,799.00	1,799.00
Introduction to open+ count and reserve EDU050020-000	1	350.00	350.00
Total:			16,886.00
Currency:			US Dollar

Terms and Conditions:

All prices including Service and Maintenance do not include any applicable sales tax. If tax exempt, A copy of Tax Exemption Certificate is required with purchase order for all taxexempt customers.

Terms are NET 30 Days from Date of Invoice. Invoice is generated at the time of Shipment.

Quotations are good for 60 days. All dates are based on ship dates. Order must ship within the 60-day window.

After 60 days, quotation expires. Contact Bibliotheca for a New Quotation.

A 20% restocking fee, in addition to in-bound and out-bound shipping, will be charged for all returns.

Submit Purchase Order by fax to 877-689-2269 or by email to orders-us@bibliotheca.com.

Accepted By: _____

Accepted Date: _____

Customer Purchase Order Number: _____

Bibliotheca, LLC

3169 Holcomb Bridge Road, Suite 200
Norcross, GA 30071

www.bibliotheca.com
info-us@bibliotheca.com

VRN 110909-001
May 24, 2022



Prepared For:

City of Redondo Beach Library
Susan Anderson
303 N. Pacific Coast Highway
Redondo Beach, CA 90277

Project Description:

New Turnkey Surveillance System
Proposal V.1

Prepared By:

Salvador Palacios
Account Executive
310-436-1090
spalacios@vectorusa.com

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Company Overview

VectorUSA's corporate vision is to become the unsurpassed standard in "connecting people to information and the world." We build our business one customer at a time through our family of dedicated employees providing reliable, high quality communications designs and solutions that exceed our customers' expectations.

Headquartered in Torrance, CA, with offices in San Diego, CA, Rancho Cucamonga, CA, Scottsdale, AZ and Charlotte, NC, VectorUSA maintains an industry-wide reputation for delivering the highest quality products and services while executing projects on time and on budget in all types of production environments.

VectorUSA employs more than 350 people trained and certified to support the products and services we offer. Through continuous training and education, we maintain numerous certifications in the areas of Data Center Design and implementation, Collaboration / Video Conferencing, Unified Communications / VoIP, Cloud, Network Infrastructure, Wireless Networking, Cyber Security, Physical Layer - Fiber and Copper Infrastructure, Surveillance & Analytics, Access Control as well as Commercial and Professional Audio-Visual Systems.

Customer service and support is paramount; to provide the best service possible, VectorUSA has two network operation centers one in California and another in North Carolina. This allows us to provide 24/7/365 coverage to our clients.

VectorUSA has established partnerships with the industry leading manufacturers included in our products and service portfolio. Our partnerships include Cisco Gold, Cisco Data Center Architecture, Cisco Collaboration Architecture, HP Enterprise / Aruba Platinum, Microsoft, VMWare, Veeam, Fortinet, Qognify, Milestone Gold, Avigilon, Axis, Hanwa Gold, Siemon Company, CommScope, Corning, Sumitomo, Hitachi, Crestron, Extron as well as other industry leading manufacturers.

Executive Summary

VectorUSA has assessed the library and is recommending the following surveillance solution. Our proposed surveillance design includes 10 Hanwha cameras, 10 new Qognify Ocularis Enterprise licenses and SMA's for the library. The libraries new surveillance system will tie into the existing video management software managed by the city police department. New cable support hardware will be provided in the area above the hard lid ceiling.

Statement of Work

Overview

VectorUSA will provide a new surveillance system that will tie into the existing video management software for the City of Redondo Beach Police Department.

Cameras and Mounts

VectorUSA will provide and install a total of ten (10) new cameras. The camera models and types to be installed indoors are as follows:


- (1) Hanwha PNM-9000VD – 2x5MP Dual-Sensor w/ IR – (1) Surface Mount
- (2) Hanwha QND-6082R – 2MP Indoor Dome w/ IR – (2) Surface Mount
- (5) Hanwha QND-8080R – 5MP Indoor Dome w/ IR – (5) Surface Mount
- (1) Hanwha QNF-9010 – 12MP Fisheye Dome w/ IR – (1) Surface Mount
- (1) Hanwha QND-6012R – 2MP Indoor Dome fixed 2.8mm lens w/ IR – (1) Surface Mount

Camera locations are shown on the IPVIM drawings in the Appendix. Camera views will be configured by VectorUSA with the direction of the end user main point of contact.

Servers, Storage and Licensing

VectorUSA will provide ten (10) new Qognify Ocularis Enterprise camera licenses and SMA for the cameras added to the North Library. It is assumed the cameras will link back to the police department VMS system so they can have the view of the cameras. It is assumed the centralized storage will have room for the new cameras. The following shows the calculation for the retention needed for the new cameras:

Resolution	Compression	Frame Size*, KB	FPS	Days	Cameras	Recording %	Bandwidth, Mbit/s	Disk Space, GB	Bitrate,kbit/s	Comment
2560x1920 (5 MP)	H.264-15 (High Quality)	61	10	30	7	100	34.98	11333.5	4997	
1920x1080 (Full HD)	H.264-15 (High Quality)	26	10	30	3	100	6.39	2070.3	2130	
4000x3000 (12MP)	H.264-15 (High Quality)	149	10	30	1	100	12.21	3954.8	12206	



Total FPS	Disk space,GB	Bandwidth, Mbit/s
110	17358.6	53.58

If more storage is needed on the back end to accommodate these cameras, the adjustment to the project will be addressed via a written change order or through a separate proposal. VectorUSA will configure the camera views and the VMS software on the back end to set the required recording retention and settings for the library cameras.

The yearly Ocularis SMA license cost for the ten (10) cameras in this proposal is **\$304.30** (*Pending price fluctuations year to year*).

Switching

VectorUSA assumes the existing switches have enough PoE ports and can be used for the ten new cameras.

Power

It is assumed PoE power will be used to power the new cameras.

Connectivity

VectorUSA will provide and install new Category 6 plenum copper cable to connect to the new cameras. Cables will have a permanent link between the patch panel in the IT Closet and a surface mount box near the camera location. Patch cords will be installed on each side with one connecting to the camera from the surface mount box and one connecting to the existing switch from the patch panel.

Pathway

New cable support hardware will be provided in the area above the hard lid ceiling. VectorUSA assumes there is an access hatch to get above the ceiling to run the cable for the cameras. If there is no access, a new solution for pathway will need to be addressed via a written change order.

Deliverables

Upon completion of work outlined in the Statement of Work, VectorUSA will provide the client with a closeout package containing the following documentation:

Surveillance Closeout Documentation Checklist		
Included	Description	Notes
<input type="checkbox"/>	As-Built Drawings	
<input checked="" type="checkbox"/>	Asset List	
<input type="checkbox"/>	Final Camera FOV Images	
<input type="checkbox"/>	Inspection Report	
<input checked="" type="checkbox"/>	IPVM Drawings	Included in Appendix

Assumptions

- VectorUSA assumes existing switches can be used for this project.
- VectorUSA assumes the centralized server for the police department will be used to record and view these new cameras at the North Library.
- VectorUSA assumes there is access above the ceiling in the library to run the new cable.

If any of the above assumptions are incorrect, the adjustments to the project will be addressed via a written change order.

Exclusions

- VectorUSA excludes providing switching for this project.
- VectorUSA excludes any electrical for this project.
- VectorUSA excludes providing patch panels for this project.
- VectorUSA excludes providing a new workstation or components to view the cameras.

Definitions

Surveillance Asset list: Asset lists provide information on devices pertinent to the project. This includes but is not limited to the following:

- Server Information
- VMS Information
- Camera Information
- IP Information
- Network Topology Information (if applicable)

Final Camera Field-of-View (FOV) Images: The final camera FOV is the coverage provided by a camera within the surveillance system after configuration and alignment. This is the view that the end-user will receive and approve prior to completion of a job.

IPVM - IP Video Market (surveillance industry information) Drawings: IPVM drawings provide an overview of proposed camera installations and can provide information on camera types, lens types, FOVs, frame rates, storage requirements, and other important surveillance information.

Project Parameters / Caveats

Change Order: Any work that is added to or deleted from the original scope of this proposal that alters the original costs or completion date must be agreed upon by both parties in the form of a written change order.

Proprietary Information: The information contained in this document is proprietary to VectorUSA and intended to be used as evaluative and / or bidding information only. No part of this document may be disclosed, reproduced and/or distributed to anyone except the listed recipients within this package without written permission from VectorUSA.

Add & Delete: Any additional work requested outside of the scope of work will be considered as separate work and addressed in the form of a written change order. This proposal is not to be used as an "add & delete" schedule.

Defective Materials: If, due to problems with the existing hardware and / or materials provided by the client or other third parties, there is a delay and / or VectorUSA is unable to perform the work outlined in the scope of work it will be addressed in the form of a written change order.

Extraordinary Service: Certain additional charges related to extraordinary levels of support or out-of-pocket costs incurred by VectorUSA, through no fault of its own, shall be reimbursed to VectorUSA by the client under this agreement.

Examples of costs reimbursable under this section include, but are not limited to 1) shipping expenses related to unusual site handling fees (e.g., extra distance, no loading dock, extra stairs, extra demurrage charges); 2) storage or special handling expenses incurred if an installation site is not able to accept delivery as scheduled; 3) expenses incurred by VectorUSA to resolve network compatibility issues caused by a client's election to substitute non-VectorUSA provided equipment or services; and 4) expenses incurred by VectorUSA for additional installation time and / or materials caused by a site not being prepared as called for in this proposal. VectorUSA shall promptly notify the client in writing of such charges. Notification will be provided, when feasible, prior to the incurrence of such charges, unless circumstances preclude such prior written notification (by way of example, but not limited to, unusual site handling charges). Provided the incurrence of such charges is not due to VectorUSA's fault or negligence, VectorUSA shall be entitled to an equitable adjustment in the prices herein, the delivery schedule, or both, to reflect such charges and any related delay.

Schedule: VectorUSA plans to implement this project in a continuous fashion or following the baselined schedule if submitted as part of this project. If delays or changes are introduced that are outside of VectorUSA's control, and those changes result in additional cost those costs will be addressed in the form of a written change order.

Delays: The client must provide five (5) working days advance notice of any delays that will impact this project. If proper notice is not provided VectorUSA reserves the right to issue a work stoppage change order. Additionally, idle time incurred due to the absence of required escorts, clearance, permits, inability to enter the workplace, delays by other trades or other factors beyond VectorUSA's control will be addressed in the form of a written change order.

Workdays / Overtime: All work will be performed during VectorUSA's standard business hours of 7am - 5pm, Monday – Friday, or as specified in the statement / scope of work. If changes to the stated work hours are required due to conditions outside of VectorUSA's control result in additional cost those costs will be addressed in the form of a written change order.

Asbestos / Hazardous Environments: VectorUSA assumes that its installation teams will be working in areas that do not contain asbestos or any other hazardous material that would require additional time or alternative installation procedures. It is the responsibility of the client to provide written notification to VectorUSA of any asbestos contained material (ACMs) in or around the area of the project prior to the start of a project. If ACMs are present prior to job commencement or if ACMs are encountered during the project, additional cost, damages and / or delays attributed to necessary procedures for working in this environment will be the client's responsibility.

Ceiling Tile: VectorUSA exercises care in the removal, storage, and reinstallation of existing (used) ceiling tiles; however, Vector accepts no liability for any incidental damages that may result from the handling of ceiling tiles.

Office Furniture: VectorUSA is not responsible for disassembling or moving desks or other office furniture to gain proper access to perform work.

Storage Area: The client shall provide a secured storage area onsite for VectorUSA's materials and tools. If adequate space is not provided, or the cost of temporary storage is not included in our proposal that cost will be addressed in the form of a written change order.

Coring: If any coring, x-ray, or sonar inspections are necessary that are not specifically included in our proposal, it will be addressed in the form of a written change order.

Existing Conduit: The client is responsible for ensuring that existing conduit / pathway that may be used for this project is installed and utilized in accordance with NEC requirements, have adequate space available for addition of new cables, will not exceed 60% fill ratio after new cables have been added, and are free of obstructions, blockages, and / or defects. If existing conduits / pathways to be used for this project need to be brought into compliance with current code and standards, VectorUSA can assist the client with this work if the client requests such assistance and those costs can be addressed in the form of a written change order.

Price Guarantee

Due to the volatility in markets affecting material costs across all product lines we can only guarantee material costs for 30 days unless otherwise specified. If a purchase order is not received within the guaranteed window any increases will be addressed through a new proposal.

Lead Time Disclaimer

At the time of this proposal lead time for the materials specified was up to 60 Days.

Lead times on material orders are verified at the time we submit our proposals based on our understanding of the anticipated project period of performance. With the current volatility in the market driven by supply and demand those lead times cannot be guaranteed past the date of the proposal. Lead times will be refreshed once a purchase order is received and if any items have lead times that impact the project timeline a Stakeholder notification will be sent. If needed alternative “equivalent” products may be discussed and if agreed upon substituted to maintain the desired period of performance.

Project Pricing

	Material	Labor	Total	
CAMERAS AND MOUNTS	4,012.14	2,932.50	6,944.64	
VMS LICENSES	1,994.30	700.00	2,694.30	
CONNECTIVITY	1,741.30	2,185.00	3,926.30	
PATHWAY	775.00	1,514.17	2,289.17	
PROFESSIONAL SERVICES	0.00	1,135.00	1,135.00	
MISC. INSTALLATION MATERIALS	250.00	230.00	480.00	
VECTOR SERVICES	0.00	1,910.00	1,910.00	
	PROJECT SUB-TOTAL	8,772.74	10,606.67	19,379.41
	SALES TAX			643.95
	PROJECT TOTAL			20,023.36

Warranty

VectorUSA provides, for all work completed under this contract our Vector USA warranty. This warranty covers all workmanship for a period of one year unless specifically extended in writing as part of this agreement.

While this agreement extends the manufacturer's warranty for all items installed that warranty does not include labor required to replace, return, remove, install, or configure those items. If a product or item requires replacement under the manufacturer's warranty VectorUSA will provide the labor to replace that item on a time & material basis. Materials covered under that warranty will be provided under the warranty, if any additional supporting materials are required that are not covered, they would be billed.

Please note that RMA's typically require the product to be returned in the original packaging. It is recommended that packaging be retained if possible.

This warranty does not include any damages or cost related to unforeseen environmental events including but not limited to fire, water, rodents, construction, abuse, or misuse. VectorUSA can address and repair issues of this nature through a service request at an additional cost. If VectorUSA responds to a warranty request and upon arriving on site or at any time during that warranty call determines that the issue is related to an uncovered event or condition work will stop and the client shall be notified. If the client authorizes the repairs the warranty call will be converted to a service call and billed accordingly

Maintenance and Managed Services

Maintenance Services

VectorUSA offers a full complement of proactive maintenance services to ensure the systems and software within this proposal are kept in a healthy and available state throughout the systems lifecycle. VectorUSA maintenance services can be created on a customized basis to ensure the right level of care matches the client's business objectives and budgeting. Maintenance services are fulfilled by VectorUSA's Service Center, backed by a full complement of Systems Technicians, Application Specialists and Network Engineers.

Maintenance Services are typically packaged into offerings based on expected lifecycle maintenance tasks or in a looser Time and Materials basis. All maintenance services provided by VectorUSA include priority queueing and 24x7 phone and email support lines, with maintenance tasks receiving proactive, flexible and predictable scheduling.

VectorUSA maintenance services can be bundled with Qognify and Hanwha Software & Hardware support to provide a complete systems maintenance solution for organizations.

Managed Services

VectorUSA provides enterprise-level IT managed services over a nationwide footprint via our (2) U.S. based Network Operations Centers (NOC)s and best-in-class services partnerships.

VectorUSA employs a ITIL-based services portfolio grouped into (3) tiers of packages based on business criticality for each individual system. VectorUSA managed services alleviates the stress on organizations to maintain a fully staffed 24x7 IT support structure, even when the pace of their business operates in a non-stop environment.

By empowering their organizations with VectorUSA managed services, our clients are able to make data-driven decisions to synchronize technology with their business objectives. Our full complement of core infrastructure managed services is able to support a heterogenous and hybrid IT footprint across geographies.

In addition to its core infrastructure services, VectorUSA manages client programs providing organizations with a single point of contact for its user helpdesk, endpoint & desktop services and cybersecurity operational services partnerships.

Terms & Conditions

Assumptions and Exclusions: The above stated assumptions and exclusions are fully integrated and incorporated within the below terms and conditions and are to be treated as one inclusive document.

Scope of Services: VectorUSA agrees to provide the services stated in this Agreement for all Customer Premise Equipment ("Equipment"). VectorUSA does not warrant that the operation of any listed Equipment shall be uninterrupted. The services to be supplied by VectorUSA for the total charge set forth on this Agreement shall consist of personnel services required to respond appropriately to Customer incidents and issues, and requests for additional professional services and materials as required.

Charges for materials and services outside the scope of this Agreement but still required to resolve Customer requests shall be due and payable upon receipt of an invoice after the completion of the installation, repair, or other service. The charges and all other charges payable to VectorUSA under this Agreement are exclusive of federal, state or local tax, other than a tax on net income now or hereafter in effect or become applicable to any payment due under this Agreement, or to the Customer's equipment. The Customer shall file all necessary tax returns and shall pay all such taxes.

Access: Customer agrees to maintain, where required, a full time, dedicated Internet connection and to allow VectorUSA access to the Customer's network via that Internet connection. Customer agrees to allow VectorUSA employees or subcontractors access to its facilities in order to perform services under this Agreement. Customer agrees to allow VectorUSA access to the covered Equipment. Customer agrees to allow VectorUSA to load any necessary management software on their systems and /or install a Vector-owned device on the Customer network as required. Customer agrees to furnish VectorUSA with Administrator-level password access for all covered Equipment and servers, where necessary. VectorUSA agrees not to prevent Customer from accessing any Equipment owned by the Customer. If persons other than VectorUSA representatives shall perform maintenance, or repair the Equipment, and as a result further repair by VectorUSA is required to restore the Equipment to good operating condition, such repair will be made at rates for additional onsite service established in this Agreement.

Limited Warranty: VectorUSA warrants to the Customer that the material, analysis, data, programs and SERVICES to be delivered or rendered hereunder will be of the kind and quality designated and will be performed by qualified personnel. VECTOR USA MAKES NO OTHER WARRANTIES, WHETHER WRITTEN, ORAL, OR IMPLIED, INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE.

Excusable Delays: VectorUSA shall not be liable for any failure or delay in furnishing maintenance or spare parts hereunder resulting from fire, explosion, flood, storm, Act of God, governmental acts, orders or regulations, hostilities, civil disturbances, strikes, labor difficulties, difficulty in obtaining parts, supplies, or shipping facilities, inability to obtain or delays in obtaining suitable material or facilities required for performance, temporary unavailability of qualified personnel, failure by Customer to provide full and appropriate access to the covered Equipment, failure of monitoring hardware or software, Customer Internet connection failure, or other causes beyond VectorUSA's reasonable control.

Exclusions: THIS AGREEMENT DOES NOT INCLUDE THE REPAIR OR REPLACEMENT OF ANY HARDWARE PRODUCT, OR ANY SOFTWARE LICENSING EXCEPT SOFTWARE INSTALLED AND USED EXCLUSIVELY BY VECTOR USA TO PROVIDE MONITORING AND REPORTING SERVICES. Charges for the above will be on a Time and Materials basis. The Customer is advised to maintain hardware warranties on covered equipment at their own discretion and expense. Customer is responsible to assure all software used by the Customer is appropriately licensed.

Limitation of Liability: The Customer agrees that VectorUSA will not be liable for any special, incidental, indirect, or consequential damages hereunder, including but not limited to the loss of profit, or liability to third parties, however caused, whether by the act or negligence of VectorUSA or otherwise. It is recognized that the Equipment contains memories or other devices which have accumulated substantial data. In no event shall VectorUSA be liable to the Customer if any such data is lost or rendered inaccurate, regardless of the cause of any such loss or inaccuracy.

VectorUSA's liability on any claim of loss or liability, arising out of or connected with this Agreement (including, but not limited to, loss or liability arising from VectorUSA's breach of contract of any alleged act or negligence of Vector) shall in no case exceed the total purchase price of services covered under this Agreement. In no event shall VectorUSA's liability for any services under this Agreement exceed \$25,000. VectorUSA will in no way be held responsible and / or liable for damages, monetary or otherwise, by customer, or any other affected party, in the event of a security breach or network security-related outages, damages, losses, etc.

In no event shall either VectorUSA or the Customer be liable to the other for any indirect, special, punitive, exemplary, incidental or consequential damages (including, but not limited to, lost profits, lost business opportunities, or loss of use or equipment down time, and loss of or corruption to data) arising out of or relating to any portion of this Agreement, regardless of the legal theory under which such damages are sought, and even if VectorUSA has been advised on the possibility of such damages or loss.

Software and Operating System Errors: This Agreement is limited to services specifically defined in this Agreement. It is the responsibility of the Customer to ensure that all of its files are adequately backed up and that all necessary materials are available, including manufacturer recovery media for software and other software to be reloaded. In no way is VectorUSA liable for defects or "bugs" in software, or for correcting errors introduced into the data, programs, or any other software due to hardware failure, or for any cost of reconstructing software or lost data. Any technical support required to restore data integrity or to make the system function, such as, but not limited to, rebuilding corrupted records, examining files, re-installation of O / S or Software, or re-indexing databases, will be billed separately on a Time and Materials basis.

Indemnification: The Parties agree to hold each other, their employees, officers, directors, affiliates, and agents harmless from and to defend and indemnify each other from and against any and all claims, actions, disputes, fines, penalties, liquidated damages, reasonable legal costs, or other loss or liability arising from the negligent acts or omissions of the Party, its employees, officers, directors, affiliates and agents under this Agreement.

Scope of Agreement: If the scope of any of the provisions of the Agreement is too broad in any respect whatsoever to permit enforcement to its full extent, then such provisions shall be enforced to the maximum extent permitted by law, and both the Customer and VectorUSA hereto consent and agree that such scope may be judicially modified accordingly and that the whole of such provisions of this Agreement shall not hereby fail, but that the scope of such provisions shall be curtailed only to the extent necessary to conform to the law.

Assignment: This Agreement may not be assigned by either the Customer or VectorUSA without the prior written consent of the other party. Except for the prohibition on assignment contained in the preceding sentence, this Agreement shall be binding upon and inure to the benefit of the heirs, successors and assigns of the parties hereto.

Integration Clause: This instrument contains the entire agreement between the parties hereto and supersedes any and all prior written and / or oral agreements. This Agreement may be altered or modified only in writing signed by the parties hereto.

Applicable Law: This Agreement shall be governed by the laws of the State of California. It constitutes the entire Agreement between the Customer and VectorUSA. Its terms and conditions shall prevail should there be any variance with the terms and conditions of any order submitted by the Customer for the repair or maintenance of the Equipment in the Equipment. Either party may terminate this Agreement at any time for failure of the other to comply with any of its Terms and Conditions.

Confidentiality, Publication and Non-Compete: VectorUSA and the Customer agree that any and all information identified by the other as "Confidential" and / or "Proprietary", or which, under all of the circumstances, ought reasonably to be treated as Confidential and / or Proprietary, will not be disclosed to any third person without the express written consent of the other party. Confidential Information includes, but is not limited to, information about the respective entities' products and services, information relating to purchasing, accounting, pricing, marketing and customers not generally known in the business in which the entity has been, is or may become engaged and which is developed by, disclosed to, or becomes known as a consequence of or through each party's relationship with the other. Confidential Information does not include any information or development: (i) which is or subsequently becomes available to the general public other than through a breach by the receiving party; (ii) which is already known to the receiving party before disclosure by the disclosing party; (iii) which is developed through the independent efforts of the receiving party; or (iv) which the receiving party rightfully receives from third parties without restriction as to use.

Upon the expiration of the term of this Agreement, VectorUSA shall, and shall instruct its agents to whom Confidential Information was disclosed pursuant hereto, continue to treat as confidential and preserve the confidentiality of all Confidential Information received from the Customer.

Neither VectorUSA nor Customer shall directly or indirectly, solicit, recruit or hire any Customer or VectorUSA personnel, whether or not such personnel performed work for the Customer, during the term of this agreement and for a period of one (1) year after the termination of this agreement. The provisions of this Section shall survive the termination or expiration of the Agreement.

The Customer represents that he is owner of the Equipment subject to this Agreement or if not the owner, he has authority to enter into the Agreement.

Prevailing Wage: Unless specifically stated in the scope of work VectorUSA has based this proposal on non-prevailing wage labor rates. If we are informed or it is determined later that the project is subject to prevailing wage rates for the performance of the public work portion of the contract, VectorUSA will submit those changes / additional costs that the project may incur will be address in the form of a written change order.

Sales Tax: If Sales tax is applicable, it shall be is calculated and billed based on the effective tax rates at the date of invoice.

Payment and Termination: All payments are due net 30 from the date of invoice. VectorUSA reserves the right to stop work, delay delivery of services and / or products for failure by customer to pay within terms of this agreement. VectorUSA reserves the right to deem this contract in default immediately and terminate it if the payment is delinquent more than thirty (30) days. If customer is in default in the payment of the Agreement charge(s) and fails to cure such default within ten (10) days after receiving written notification of such default, the Customer agrees to pay reasonable collection costs, late charges and / or Attorney Fees. Late charges, if levied, shall be assessed at 1.5% monthly or 18% annually.

Contract: Unless otherwise agreed upon in writing this contract will be executed as a fixed price contract.

Acceptance of Order: This quote is valid for 30 days. The prices, specifications and conditions are satisfactory and are hereby accepted. VectorUSA is authorized to do the work as specified. Signature and Purchase Order due upon acceptance.

Signature & Acceptance

Material Total	\$	8,772.74
Labor Total	\$	10,606.67
Tax Total	\$	643.95
Proposal Total	\$	20,023.36

Accepted and Approved for:

City of Redondo Beach Library
303 N. Pacific Coast Highway
Redondo Beach, CA 90277

VectorUSA
20917 Higgins Court
Torrance, CA 90501

(Date)

(Date)

(Printed Name)

(Printed Name)

(Printed Title)

(Printed Title)

(Signature)

(Signature)

Appendices

IPVM Drawing

IPVM Designer Calculation | May 23, 2022

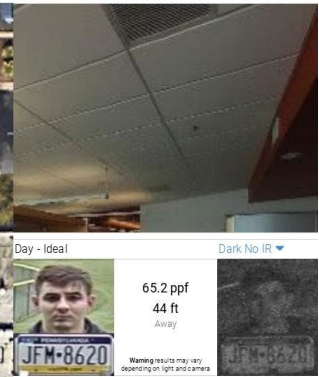
Overview



Camera 1: Imager 1

Model: Hanwha PNM-9000VD (Single Imager) Resolution: 2560 x 1920
 HAoV: 51° Distance: 44ft Width: 39.3ft PPF: 65.2
 Imager: 1/1.8" Focal Length: 7mm Camera Height: 10.00ft Tilt: -19.01° Scene Height: 10.00ft

Main Unit Cable Calculations:
 Network Closet 1
 Length: 106 ft

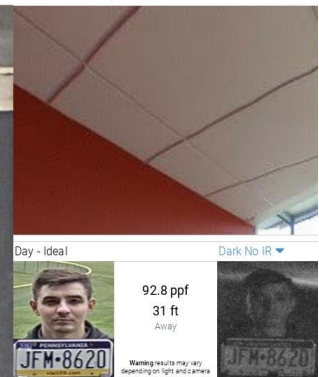


IPVMM

Camera 1: Imager 2

Model: Hanwha PNM-9000VD (Single Imager) Resolution: 2560 x 1920
 HAoV: 51° Distance: 31ft Width: 27.6ft PPF: 92.8
 Imager: 1/1.8" Focal Length: 7mm Camera Height: 10.00ft Tilt: -19.01° Scene Height: 10.00ft

Main Unit Cable Calculations:
 Network Closet 1
 Length: 106 ft



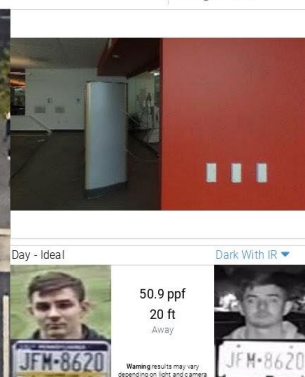
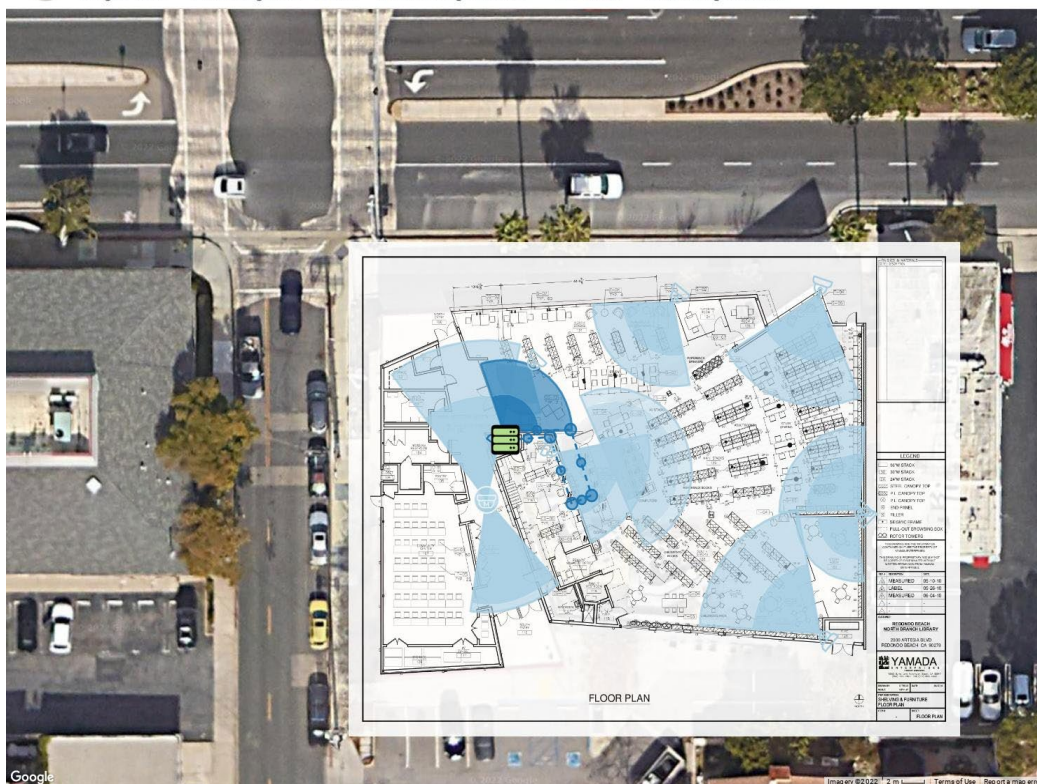
IPVMM

Camera 2



Model: Hanwha QND-6082R Resolution: 1080p
 HAOV: 109° Distance: 20ft Width: 37.7ft PPF: 50.9
 Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -30.66° Scene Height: 10.00ft

Cable Calculations:
 Network Closet 1
 Length: 98 ft



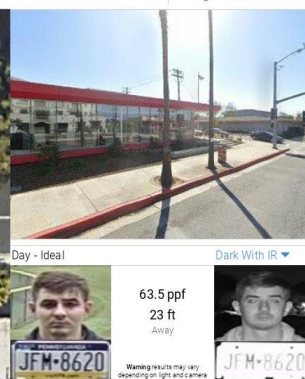
IPVM

Camera 3



Model: Hanwha QND-8080R Resolution: 5MP
 HAOV: 100° Distance: 23ft Width: 40.8ft PPF: 63.5
 Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -37.61° Scene Height: 10.00ft

Cable Calculations:
 Network Closet 1
 Length: 132 ft



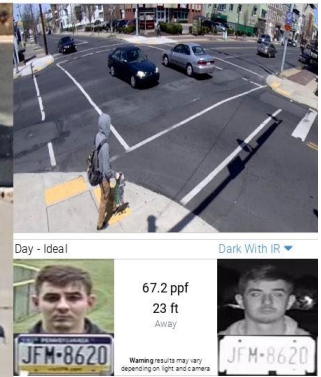
IPVM

Camera 4



Model: Hanwha QND-8080R Resolution: 5MP
H AoV: 95° Distance: 23ft Width: 38.6ft PPF: 67.2
Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -35.76° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 185 ft



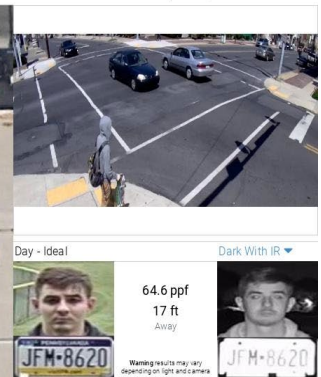
IPVM

Camera 5



Model: Hanwha QND-6082R Resolution: 1080p
H AoV: 98° Distance: 17ft Width: 29.7ft PPF: 64.6
Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -27.46° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 185 ft



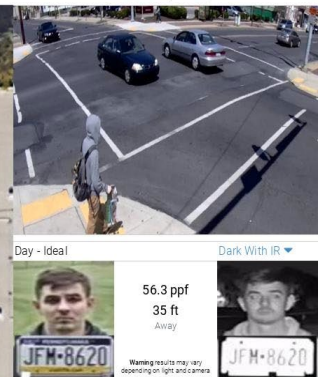
IPVM

Camera 6



Model: Hanwha QND-8080R Resolution: 5MP
H AoV: 75° Distance: 35ft Width: 46.1ft PPF: 56.3
Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -28.24° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 148 ft



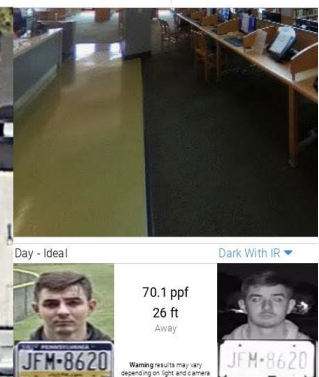
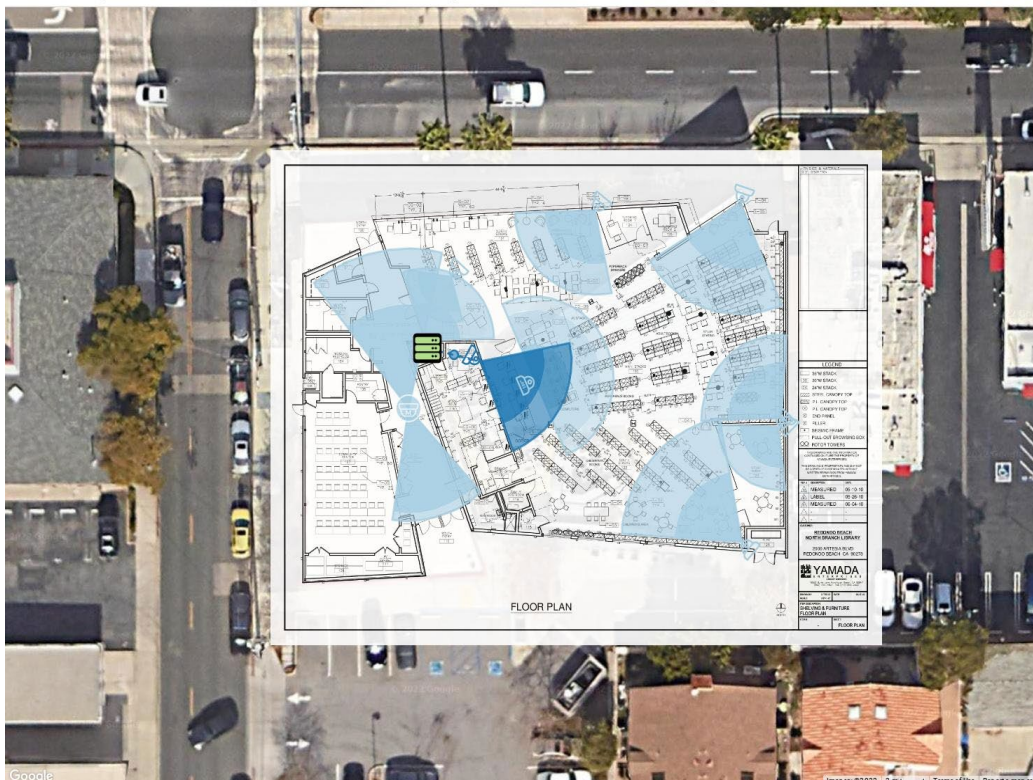
IPVM

Camera 7



Model: Hanwha QND-8080R Resolution: 5MP
H AoV: 81° Distance: 26ft Width: 37.0ft PPF: 70.1
Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -30.26° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 36 ft

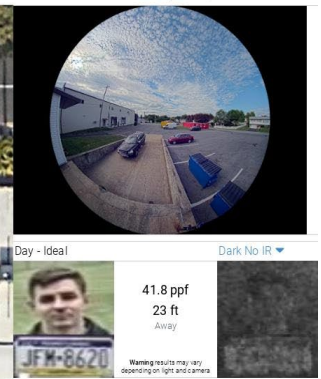


IPVM

Camera 8

Model: Hanwha QNF-9010 Resolution: 3008 X 3008
HFOV: 180° Distance: 23ft Width: 71.9ft PPF: 41.8
Imager: 1/2.3" Focal Length: 1mm Camera Height: 10.00ft Tilt: -90.00° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 64 ft



IPVM

Camera 9

Model: Hanwha QND-8080R Resolution: 5MP
HFOV: 81° Distance: 31ft Width: 43.7ft PPF: 59.4
Imager: 1/2.8" Focal Length: 3.2 - 10mm Camera Height: 10.00ft Tilt: -30.50° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 169 ft

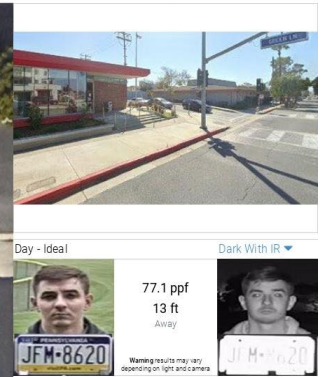


IPVM

Camera 10

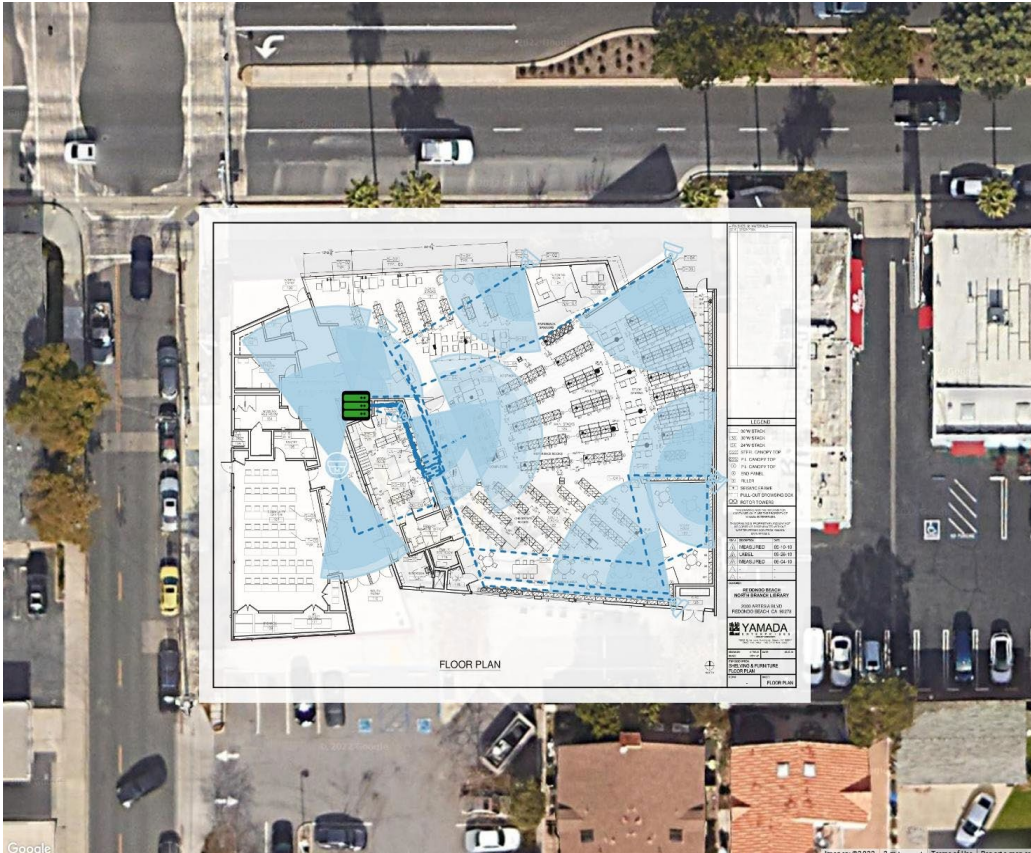
Model: Hanwha QND-6012R Resolution: 1080p
H AoV: 114° Distance: 13ft Width: 24.9ft PPF: 77.1
Imager: 1/2.8" Focal Length: 2.8mm Camera Height: 10.00ft Tilt: -31.98° Scene Height: 10.00ft

Cable Calculations:
Network Closet 1
Length: 100 ft



IPVM

Network Closet 1 (Devices 1–10 of 10)



Cabled Devices: 1–10 of 10

Total Length: 1222 ft

- Camera 1
Length: 106 ft
- Camera 2
Length: 98 ft
- Camera 3
Length: 132 ft
- Camera 4
Length: 185 ft
- Camera 5
Length: 185 ft
- Camera 6
Length: 148 ft
- Camera 7
Length: 36 ft
- Camera 8
Length: 64 ft
- Camera 9
Length: 169 ft
- Camera 10
Length: 100 ft

Notes:
No notes yet

IPVM

This presentation is an output of the IPVM Designer / Calculator but is the work product of the individual who created it. IPVM does not guarantee nor warranty the work therein nor its implementation. Issues that may impact actual performance include but are not limited to lighting conditions, lens quality, and compression level.

Santa Monica Public Library- Ocean Park Branch

open+access Photos

card access to door



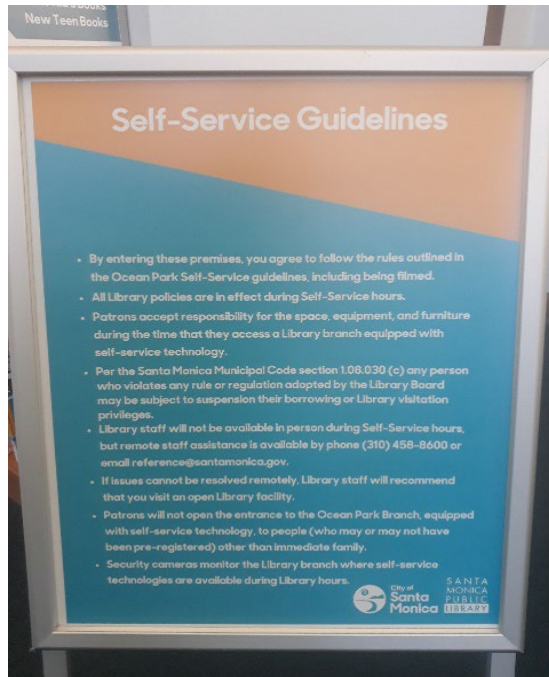
automatic sliding doors



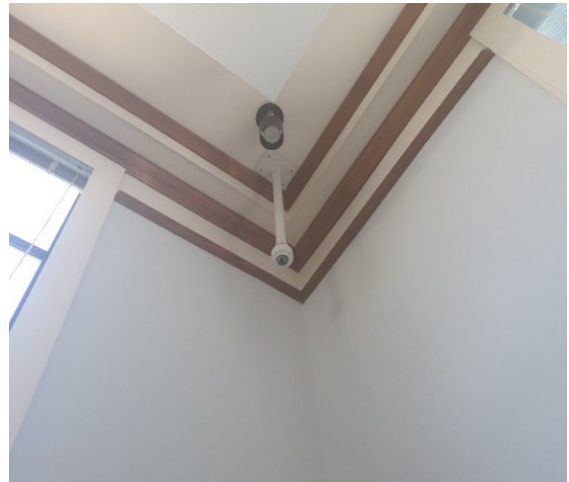
notice on door



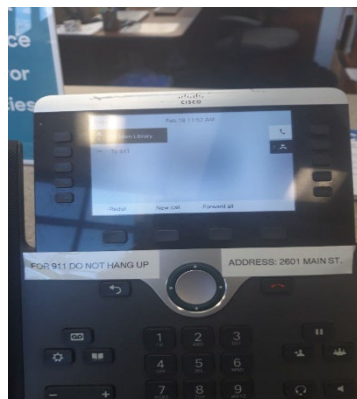
posted rules



security camera



phone access to staffed location



CITY OF REDONDO BEACH
Budget Response Report #26

June 14, 2022

Question:

What would be the cost to repave International Boardwalk with asphalt or concrete pavers and to paint the boardwalk's building exteriors?

Response:

The International Boardwalk's lower walk is a horseshoe shaped paved area around Basin 3 in the City's waterfront. One side is bounded by the seawall that defines the shape of Basin 3 and the other side by commercial space housing restaurants, bars and retail stores. The total paved surface area is about 21,000 square feet.

The proposed FY 2022-23 CIP includes a budget appropriation of \$500,000 to provide for asphalt repaving of this space. The cost to install pavers is typically 40% to 50% higher than asphalt paving. However, given the tight spaces, the price differential might be less. An additional appropriation of \$200,000 would be suggested to cover the increased cost of pavers, if desired.

Painting the buildings along the International Boardwalk would involve power washing and/or sandblasting, scaffolding, work area screening, patching and repairs, and multi-coat paint application. All of these work items are made more difficult due to the proximity of the ocean and the need for strict environmental protection. The City's maintenance staff estimates a \$200,000 budget would be needed to complete the work.

CITY OF REDONDO BEACH

Budget Response Report #27

June 14, 2022

Question:

What would be the cost to install a gateway arch at Artesia Blvd. and Inglewood Ave. or at Redondo Beach Blvd and Hawthorne Blvd.?

Response:

Installation of an arch-style sign at one of the City's key entry points would include the following:

- Sign Design
- Structural Design
- Manufacture of Sign
- Installation

The estimated total cost is between \$350,000 to \$450,000. Pictured below are sample arch signs from several neighborhoods in San Diego, although there are many other styles available.





CITY OF REDONDO BEACH

Budget Response Report #28

June 14, 2022

Question:

What is the estimated cost for a structural engineering firm to perform a second assessment of the Pier Parking Structure's physical condition?

Response:

Walker Consultants (Walker) has provided structural and condition analysis services to the City for the Pier Parking Structures for the last 10 years. Walker performed a condition assessment along with a Tier 2 Evaluation of the Pier Parking Structures (North Pier, South Pier, and Plaza Parking Structures) in 2012 for \$121,800 and then performed an update of the condition assessment in 2015 for \$13,800. In 2021, Walker was awarded a contract for \$79,000 to perform a new condition assessment with invasive testing and a seismic evaluation of the North Pier Parking Structure. The City's total investment in these services is \$214,600.

Staff has conducted outreach to consultants and other public agencies to generate an estimate for a second assessment of the Pier Parking Structure's physical condition. Based on these correspondences and factoring cost escalation, staff estimates a budget of \$235,000 would be sufficient to recreate the Condition Assessment and Tier 2 Evaluation with invasive testing. As an alternative, the City may also have Walker's assessments peer-reviewed by another qualified firm. Staff estimates a cost of \$50,000-\$75,000 to have another consultant provide a peer review of the assessments completed by Walker.



CITY OF REDONDO BEACH

Budget Response Report #29

June 14, 2022

Question:

What is the Police Department currently doing to enhance safety and security at Redondo Beach schools and what is the estimated cost to place a School Resources Officer at each public school?

Current RBPB School Safety and Security Measures

Providing excellent school safety has always been a priority of the Redondo Beach Police Department (RBPB). The Redondo Beach Unified School District (RBUSD) and the Police Department have worked cooperatively for a sustained period to build relationships and to enhance training and coordination in order to deliver greater safety throughout our School District.

The RBUSD is comprised of eight elementary schools, two middle schools and one high school. In addition, the District also has a continuation school and an adult educational school. The Police Department has consistently provided a specifically trained Police Officer to respond to calls for service at any of the schools in the District. In 2019 the RBUSD and RBPB entered into a memorandum of understanding to provide a designated Police Officer who would regularly be assigned to the public safety needs of the Redondo Union High School. As part of that agreement, the RBUSD paid \$100,000 annually to supplement a portion of the Police Officer's salary. The City Council recently extended the MOU with the RBUSD through June 30, 2023.

Currently, two specifically trained Police Officers are assigned to the Special Operations Bureau as School Resource Officers (SRO). One of the Police Officers is assigned to Redondo Union High School and is responsible for calls for service, engagement and patrolling the campus and events held at the campus. The second SRO is responsible for the calls for service and patrolling of the middle and elementary schools in the District. Police Officers from other divisions of the Police Department, such as the Patrol Division also contribute to patrolling and answering calls for service to the various schools in the District.

The RBPB remains at a state of readiness by creating updated safety programs and conducting assessments, drills and training. These are tasks in which the entire Police Department participates in order to provide robust public safety to all RBUSD schools. Three significant proactive responses by the RBPB to improve school safety in the recent past were:

1. Conduct RUN, HIDE, FIGHT training, which is the most up-to-date active shooter training, to every adult member at every campus in the RBUSD.

2. Create a specialized cadre of Police Officers to conduct sight safety assessments of every campus in the RBUSD and provide recommendations for safety upgrades.
3. Provide the most up to date medical trauma kits for every classroom and building in the RBUSD as well as train every teacher and staff member in how to provide emergency life-saving trauma care in the most extreme circumstances.

These partnerships are labor-intensive and are costly to maintain. However, they are the best practices in providing excellent safety for schools in our District. In addition to these safety measures, the RBPD continues to do the following to maintain the highest level of safety readiness at schools in the RBUSD:

1. Refresher training on the RUN, HIDE, FIGHT training curriculum.
2. Refresher training on the use of Trauma Kits.
3. Ongoing and consistent dialogue between SROs and RBUSD staff about safety and security.
4. SRO-initiated daily meetings with school staff and security to identify priorities.
5. Daily security checks conducted by SROs of campuses to ensure, amongst other security measures, that school gates are secured.
6. At each school in the district, Patrol Officers engage in conversations with students, parents and educators regarding school safety and providing reassurances during times of concern.
7. The school campus administrators contact list at all sites is maintained and updated regularly.
8. SROs attend school events, meetings, district school board meetings and parent/teacher conferences as requested.
9. Officers, track and update locations and confirm availability of campus keys for law enforcement use during emergency situations.
10. Patrol Officers, Traffic Units, School Resource Officers and Community Services Unit personnel conduct high-visibility patrols at drop-off, pick-up, and during other school hours.
11. Provide regular Department-wide briefing discussions and training for current response methods to an active shooter or other critical incident protocols.
12. Partnership with RBUSD on a software program which allows for RBPD to view pre-determined surveillance cameras on campuses in the event of an emergency to maximize response efficiencies.

13. SRO-developed refresher training with the Department's Patrol Division on school campus layouts and orientation during summer break.
14. SRO-coordinated Active Shooter refresher training drills for PD personnel.
15. Continued development of relationships between SROs and RBUSD staff - SROs make themselves available by cellphone, if needed, to address any immediate concerns.

Placing a School Resources Officer at Each School

Ensuring a Police Officer is placed at each of the eleven campuses in the RBUSD would require a staff of an additional twenty Police Officers and two Police Sergeants. SROs are contractually allowed to work a schedule of ten hours per day, for four days in the week. Additionally, considering contractually agreed upon time off, potential injury or sick leave time off, and mandatory training requirements, twenty Police Officers would be needed to ensure coverage of every school day and the additional school related events. Assigning two Sergeants to supervise the unit would be needed to ensure a reasonable span of control, while Police Department processes and policies are adhered to and would be consistent with the current supervisory span of control models used within the Department. Supervisors would also be responsible for ensuring proper training and engagement is occurring at each of the schools in the District. Up to eleven new Police vehicles would also be required to add to the Department's current fleet to ensure SROs have proper transportation, in marked police vehicles, to and from campuses and to conduct law enforcement duties and patrols around campuses.

The cost of a fully-funded Police Officer, on average is \$182,672 annually. The average fully-funded cost of a Police Sergeant is \$244,668. The cost for 20 Police Officers is \$3,653,440 and 2 Police Sergeants is \$ 489,336. The total ongoing cost, depicted below, for the Police personnel needed to provide SRO's at all public school sites is \$4,142,776. An additional \$1M (or more) would be needed to provide vehicles, uniforms, and equipment for the expanded program.

Rank	Staff Total	Avg. Salary	Total
Officers	20	\$182,672	\$3,653,440
Sergeants	2	\$244,668	\$489,336
Total Annual Cost			\$4,142,776

CITY OF REDONDO BEACH
Budget Response Report #30

June 14, 2022

Question:

What is the estimated cost to beautify the median on Phelan Lane, between Robinson Street and Johnston Avenue?

Response:

Phelan Lane/Beland Boulevard between Robinson Street and Johnston Avenue contains a landscaped parkway/median along the frontage of a small commercial strip. The area currently contains turf and 10 Bottle Brush trees. A project to enhance and beautify the area would involve the following:

- Removal of existing turf
- Installation of drought tolerant plants and shrubs
- Installation of a drip irrigation system
- Installation of mulch

Performing the work in-house would require about 160 labor hours and roughly \$5,000 of material costs. The Public Works Parks Division is currently short-staffed and could not immediately take on the project without impacting core services. Outsourcing the work to a landscaping contractor would cost \$15,000 to \$20,000. Some of the cost could possibly be mitigated through a turf replacement grant.

CITY OF REDONDO BEACH Budget Response Report #31

June 14, 2022

Question:

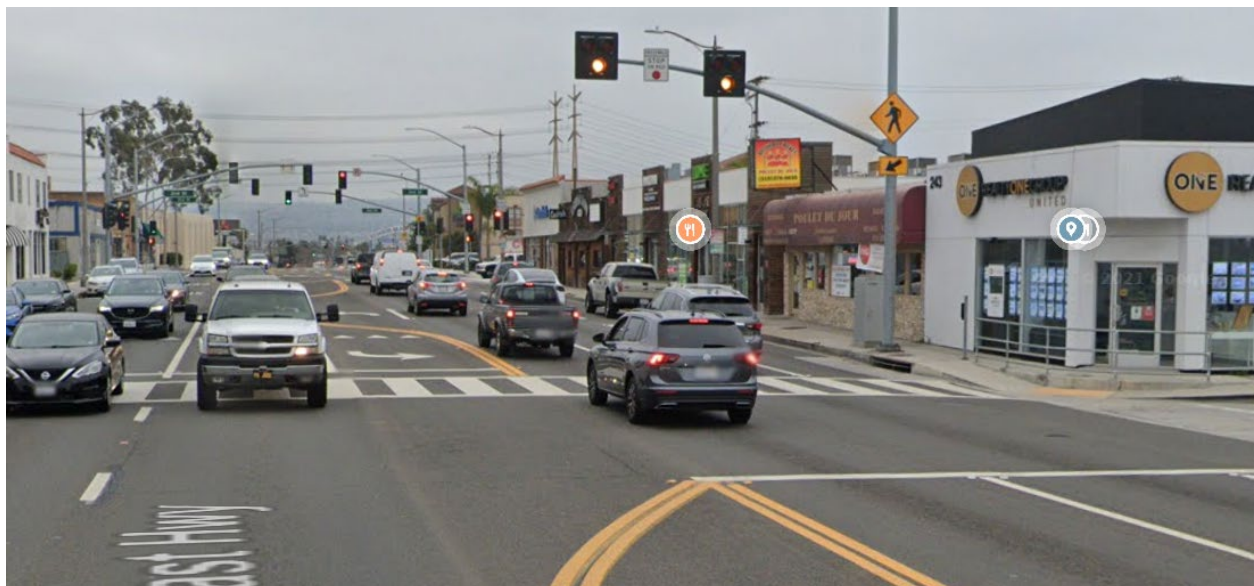
What is the estimated cost to design and construct signalized crosswalks on Aviation Boulevard at two intersections between Artesia Boulevard and Manhattan Beach Boulevard? What is the estimated cost to install audible indicators at Beryl Street and Catalina Avenue?

Response:

Signalized Crosswalks on Aviation Boulevard

Pedestrian crossings across busy arterials like Aviation Boulevard would typically be assigned to signalized intersections. The only signalized intersection in the stretch of Aviation Boulevard between Artesia Boulevard and Manhattan Beach Boulevard is at Robinson Street. New pedestrian crossings would involve installation of a new traffic signal system at each location. For budget purposes, staff estimates a new traffic signal system installation across Aviation Boulevard to be \$450,000 per location.

As an alternative, a hybrid beacon crossing (similar to what exists across PCH just south of 3rd Street in Hermosa Beach, see photo) could be installed. These systems are pedestrian activated and, when not in use, go dark which conserves energy. For budget purposes, staff estimates a new hybrid beacon crossing across Aviation Boulevard to be \$300,000 per location.



Audible Indicator at Beryl Street and Catalina Avenue

Accessible pedestrian signals (APS) provide audible and/or vibrotactile information coinciding with visual pedestrian signals to let sight-impaired pedestrians know precisely when the WALK interval begins. This information is useful in analyzing an intersection and preparing to cross. Audible signals can also provide directional guidance, which is particularly useful at non-perpendicular intersections and at wide multi-lane crossings.

At an intersection like Beryl Street and Catalina Avenue the existing pedestrian push buttons can be replaced with push button units providing the audible and vibrotactile feedback. A budget estimate of \$10,000 per intersection is considered adequate to make such a replacement. Per guidance in the California Manual on Uniform Traffic Control Devices, an engineering traffic study may be appropriate to support their use at intersections presenting difficulties for pedestrians with visual disabilities. Such a study, when needed, may increase the total cost by 25% to 30%.

CITY OF REDONDO BEACH

Budget Response Report #32

June 14, 2022

Question:

What is the cost of planting trees in available City-controlled sites? Can trees be planted along the North Redondo Beach Bike Path and, if so, what type and at what cost?

Response:

Tree Plantings in Available City-Controlled Sites

The Public Works Department typically plants approximately 100 new trees per year in parkways, medians, parks and other green spaces. The plantings are performed by an outside vendor through the City's contract for tree trimming services. Decision Package #63 in the proposed FY 2022-23 Budget requests funding for 350 new plantings during the upcoming fiscal year. The cost to plant 350 24-inch box trees, plus a contract with an outside vendor to water and maintain the trees during the first year following installation, would be approximately \$145,000.

According to Arbor Access, the software used to track maintenance of the City's tree inventory, there are approximately 2,000 potential sites available for new trees around Redondo Beach. This figure is somewhat inflated as a number of the sites are likely not suitable for tree plantings because of underground utilities and other access issues. If 75% of those sites (1,500) are suitable, the cost to plant new trees in all of them and have the trees maintained for a year would be approximately \$620,000.

Tree Plantings Along the North Redondo Beach Bike Path

The bicycle path along the Southern California Edison (SCE) right of way in North Redondo Beach is approximately 3,700 feet long, not including the 11 streets the path crosses. Roughly 1,000 feet of the path frontage are not able to accommodate trees as SCE does not allow any above-ground improvements within 90 feet of their power line support towers. There would also be a 15-foot height limit on any trees in the right of way. Approximately 110 trees could be planted in the remaining 2,700 feet of frontage. Trees could be planted every 25 feet, alternating on each side of the path. The cost to plant 110 24-inch box trees, plus a contract with an outside vendor to water and maintain the trees during the first year following installation, would be approximately \$47,000.

Per the City's License Agreement, SCE would have to approve the installation of all trees. The Public Works Department's certified arborist believes Strawberry (*Arbutus Marina*), Fruitless Olive (*Olea Europaea*) and/or Toyon (*Heteromeles Arbutifolia*) are the

appropriate species for the area and would be acceptable to SCE. If the Council appropriates funding for the planting of trees on the right of way, staff would prepare a plan and submit it to Edison for review and approval.

CITY OF REDONDO BEACH
Budget Response Report #33

June 14, 2022

Question:

What is the cost to install pickleball courts on the vacant field behind Aviation Gymnasium?

Response:

As part of the Fiscal Year 2021-22 Budget, the City Council directed staff to conduct a pickleball feasibility study. Hirsch & Associates was selected to complete this study, which included an analysis of the open field area located behind Aviation Park Gymnasium. Currently, this area is unused and unassigned for another use. Current site conditions are shown below:



The feasibility study provides an analysis of the installation of six (6) pickleball courts positioned in a north/south orientation, which is optimal for game play visibility. This layout is shown in Image 1 below.

Image 1: Conceptual Layout for Six (6) Pickleball Courts



Construction of courts, per the above layout, would provide enough space to include seating area(s), fencing and sport court lighting, and would allow games to be played in the evening hours. The total estimated cost for construction is approximately \$599,800, which includes:

Table 1: Estimated Costs for Six (6) Pickleball Courts

Item	Cost Per Court	Total
Stand-alone Court	\$53,500.00	\$319,800.00
Sports Court Surfacing with Multi-sport Stripes	\$5,000.00	\$30,000.00
Sport Court Lighting	\$40,000.00	\$240,000.00
Electrical Improvements	---	\$10,000.00
Total		\$599,800.00
Item	Cost Per Court	Total
Stand-alone Court	\$53,500	\$319,800
Sports Court Surfacing with Multi-sport Stripes	\$5,000	\$30,000
Sport Court Lighting	\$40,000	\$240,000
Electrical Improvements	---	\$10,000
Total		\$599,800

Construction would likely require the removal of several trees, grading of the site, and the removal of retaining wall(s) and curbs. Additional courts could fit at this location if the orientation were shifted, but a site survey would need to be completed to determine how many final courts are possible.

It should be noted that the construction estimates were provided at the time the feasibility study was completed in November 2021, so it is possible that there would be additional costs.

CITY OF REDONDO BEACH Budget Response Report #34

June 14, 2022

Question:

Can pickleball courts be installed on the waterfront parking lot adjacent to Ruby's and, if so, what is the cost to install up to eight temporary and permanent courts?

Response:

The City has been considering the installation of pickleball courts since the development of the FY 2021-22 Budget. Although the City Council formally approved the installation of three shared-use pickleball courts on the basketball courts located at Perry Park, one pickleball court at Anderson Park, and two pickleball courts at Anderson Park, there continues to be a growing interest from the pickleball community to find a location that can support multiple pickleball courts at a single location.

The Redondo Beach Marina lot, located adjacent to the former Ruby's Diner, has ample space to support the installation of a pickleball complex. Included below is a conceptual placement of these courts located just north of the former restaurant.



This layout allows for eight (8) pickleball courts to be installed, which would sit atop of 32 parking stalls.

Pursuant to Policy F.9 of the Local Coastal Plan (see attached), the existing public parking spaces in the Harbor-Pier area cannot be reduced as a result of further development. In the event that parking is removed, additional spaces equal in number to those removed must be replaced in another location within the Harbor-Pier area (a zero-net loss of parking). As such, the 32 parking stalls slated for reuse to accommodate the proposed pickleball courts would need to be provided at another location within the Harbor-Pier area. If an appropriate area can be identified to relocate the 32 parking stalls and the proposed pickleball courts receive a coastal development permit from the Coastal Commission, then the project could be pursued.

Per the City's pickleball consultant, Hirsch and Associates, there is no temporary court solution available at the site, as the surface of the parking area is uneven and would require reconstruction and restriping. Additionally, given its proximity to other parking and vehicle uses, the courts would require fencing for play and safety purposes.

The estimated cost for court installation totals \$1,246,320, which would include site demolition, grading and drainage modifications, court installation (including required site improvements for ADA accessibility, fencing, court striping, nets, windscreens and sport court lighting) and necessary utility improvements.

Attachments:

Seaside Lagoon Adjacent Parking Lot Preliminary Cost Estimate
Local Coastal Plan – Parking Policies



HIRSCH & ASSOCIATES, INC.
LANDSCAPE ARCHITECTURE & PLANNING

SEASIDE LAGOON ADJACENT PARKING LOT
PICKLEBALL IMPROVEMENTS- 8 COURTS
PRELIMINARY COST ESTIMATE JUNE 2022

SITE DEMOLITION

Remove Existing Items

1 Remove Asphalt	16,545	SF	\$	3.50	\$	57,908
2 Remove Existing Parking Lot Light Poles and Concrete Footing	2	EA	\$	500.00	\$	1,000
3 Clear and Grub Improvement Area	16,545	SF	\$	0.60	\$	9,927
4 SITE DEMOLITION SUBTOTAL					\$	68,835

GRADING AND DRAINAGE

Precise Grading and Drainage Modifications

5 Grading	16,545	SF	\$	2.00	\$	33,090
6 6" High Curb and Gutter	380	LF	\$	38.00	\$	14,440
7 GRADING AND DRAINAGE SUBTOTAL					\$	47,530

SPORTS IMPROVEMENTS

Pickleball Court Improvements

	<u>QTY</u>	<u>UNIT</u>	<u>COST</u>	<u>TOTAL</u>
8 Restripe Pkg Lot Stalls and Include ADA Parking Lot Striping and Signage	1	LS	\$ 1,800.00	\$ 1,800
9 10' Chain Link Fence Around New Courts	1,440	LF	\$ 150.00	\$ 216,000
10 10' Wide Maintenance Gate for New Courts	2	EA	\$ 1,750.00	\$ 3,500
11 5' Wide Pedestrian Gate for New Courts	8	EA	\$ 1,200.00	\$ 9,600
12 12" Wide Reinforced Concrete Curb at 10' Chain Link Fence	1,440	LF	\$ 30.00	\$ 43,200
13 6" Thick Reinforced Court Concrete for New Courts	14,400	SF	\$ 15.00	\$ 216,000
14 4" Thick Reinforced Concrete Walk- Access to New Courts	2,625	SF	\$ 10.00	\$ 26,250
15 New Ramp Connection to Existing Walk	2	EA	\$ 2,500.00	\$ 5,000
16 Court Striping for New Courts	8	EA	\$ 5,500.00	\$ 44,000
17 Court Net for New Courts	8	EA	\$ 3,500.00	\$ 28,000
18 Court Windscreen for New Courts	8,400	SF	\$ 3.00	\$ 25,200
19 Court Surfacing for New Courts	14,400	SF	\$ 5.00	\$ 72,000
20 Court Sports Lights for New Courts	11	EA	\$ 17,500	\$ 192,500
21 Replace Parking Lot Lights	2	EA	\$ 17,500	\$ 35,000
22 PICKLEBALL COURT IMPROVEMENT SUBTOTAL				\$ 918,050

SITE UTILITIES

Utility Improvements

23 Upgrade Electrical Panel for Pickel Ball Court Light Expansion	1	ALLOW	\$	40,000	\$	40,000
UTILITY IMPROVEMENTS SUBTOTAL					\$	40,000

24 ***Site Improvements Subtotal*** **\$ 1,074,415**

25 *Construction Contingency 10%* **\$ 107,441**

26 *Contractor General Conditions 6%* **\$ 64,465**

27 **PROJECT TOTAL** **\$ 1,246,320.82**

IV
SHORELINE
ACCESS

F. Access Policies

The following policies insure that access is protected and provided in the Coastal Zone for all income groups, consistent with the policies of the 1976 Coastal Act.

1. An additional parking structure in the vicinity of Veteran's Park is proposed to be constructed by the City to maximize public access in the Harbor-Pier and beach areas.

The existing pier parking structure fills to capacity by early afternoon on peak recreational days causing a traffic congestion situation on Torrance Boulevard and Catalina Avenue as the overflow of cars leaves the parking structure to search for other available parking. An additional parking structure consisting of approximately 600 to 700 spaces would alleviate this problem by providing direct access to another parking structure for the overflow.

2. As part of Phase III, Implementation, the existing walkways within the Harbor-Pier area will be more clearly identified. An access program indicating the location and type of signs, benches, landscaping and other improvements will be developed.

During Phase II, Preparation of the Land Use Plan, it became apparent through public input that existing walkways within the Harbor-Pier area are not adequately identified for the public. Therefore, to improve accessibility within this area it is important to develop a continuous system that links all of the major activities and pedestrian and recreation areas. Funding sources will be investigated for construction of improvements.

3. The City will continue to diligently enforce existing parking standards for new development.

By requiring adequate parking for new developments within the Coastal Zone in the past, the City has assured adequate parking accessibility to the beach and the Harbor-Pier area. This policy will be continued by assuring the adoption of adequate parking standards in the implementing ordinances of the Local Coastal Program.

4. The total supply of on-street parking within the Coastal Zone will be retained to assure adequate parking access to the beach and Harbor-Pier areas.

During Phase II, parking inventories were conducted to include all on-street parking within the Coastal Zone west of Catalina Avenue. The existing supply of on-street parking in conjunction with the existing parking lots and structures was determined to adequately meet total demand. Therefore, it is important to preserve the existing parking supply.

5. The City will construct additional bikeways on inland routes leading into the Coastal Zone as funding becomes available.

The City's bikeway plan proposes bikeways along and connecting to the Coastal Zone. Continued implementation will lead to the improvement of bicycle access within the Coastal Zone.

6. Transit usage for recreational purposes will be encouraged.

The City will encourage transit agencies to promote broader public consciousness and acceptance of mass transportation as a practical means of recreational travel. Public transportation will include accommodations for the physically handicapped, bicyclists, surfers, divers, and others with bulky equipment. Weekend schedules should be established with specific stops and pick-up points designed to serve recreational users.

7. During Phase III, Implementation, the City will investigate funding sources for implementation of a tram service within the Harbor-Pier area.

The feasibility of any tram service for the Harbor-Pier area depends on several factors. First, funding sources must be investigated and obtained, and secondly the system must be convenient, dependable and inexpensive enough to attract ridership. Experience has proven that many tram systems fail due to insufficient trial periods of operation. Adequate funding must be obtained to provide ample opportunity for attracting riders.

8. As new development occurs or as leases are renegotiated in the Harbor-Pier area the City will to the extent practical and feasible, require access for the public.

Unrestricted physical access for the general public within the Harbor-Pier area will be provided whenever possible as new development occurs or as leases are negotiated.

9. Existing public parking spaces in the Harbor-Pier area will not be reduced as a result of further development in the area.

In the event of the removal of existing public parking spaces in the Harbor-Pier area, additional spaces equal in number to those removed must be provided within the Harbor-Pier area.

10. Public support facilities, specifically public restrooms and fish cleaning facilities will be provided within the Harbor-Pier area to serve the interests of the public.

The need for public support facilities in the Harbor-Pier area became evident during the public input phase of the Local Coastal Program. Priority will be made for the provision of public restrooms and/or fish cleaning facilities on Mole A, the Monstad and Horseshoe Piers promenade extension, in the vicinity of the hand carry small boat launch facility and at the base of the 3-acre park under construction in the Redevelopment Area.

CITY OF REDONDO BEACH

Budget Response Report #35

June 14th, 2022

Question:

What is the approximate cost of hiring a third-party consultant to review the Los Angeles County Fire Department survey?

Response:

The cost for any consulting service will ultimately be dependent on the exact scope of the review and how long the work will take. The City would most likely process any quotes for these services after completing a comprehensive request for proposals of all of the qualified candidates that wish to respond.

In order to generate an approximate price range for purposes of the Fiscal Year 2022-23 budget discussion, some basic research was done utilizing information gathered from the City of Hermosa Beach that recently went through the process of annexation by the Los Angeles County Fire District.

Per the Hermosa Beach Finance Director, the City paid approximately \$22,000 to Citygate Associates, LLC for an independent review of the County's proposal. It should be noted that this was in 2016 and that Citygate had conducted additional work for the City (which may have resulted in a reduction of costs for this particular effort). The Citygate review of the LA County Fire District proposal is attached to the BRR for reference. The scope of that document was "to review the operational and fiscal components, including start-up costs, of the Los Angeles County Fire District's (District) contract for fire services proposal to the City (Hermosa Beach). Citygate also was to peer review the City staff's fiscal analysis of contracting fire services versus ongoing City Fire Department costs."

The City reached out to Citygate for a preliminary quote. The company is hesitant to provide an estimate until a specific scope of work is available and they are able to determine the total hours necessary for assessment completion. Staff has generated a very rough estimated cost using the available information for a three fire station analysis, as opposed to the one station review performed in Hermosa Beach, and considering inflation. The range of cost for a third party review of the LA County Fire Study for Redondo Beach Fire Services is estimated to be approximately \$40,000 - \$60,000.

Attachment:

Citygate Review and Assessment of LA County Fire District Proposal



CITYGATE ASSOCIATES, LLC
FIRE & EMERGENCY SERVICES

CITY OF HERMOSA BEACH, CA

REVIEW AND ASSESSMENT OF THE OPERATIONAL COMPONENTS OF THE LOS ANGELES COUNTY FIRE DISTRICT PROPOSAL

DECEMBER 14, 2016



CITYGATE ASSOCIATES, LLC

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EXECUTIVE SUMMARY

Citygate Associates, LLC (Citygate) was retained by the City of Hermosa Beach (City) to review the operational and fiscal components, including start-up costs, of the Los Angeles County Fire District's (District) contract for fire services proposal to the City. Citygate also was to peer review the City staff's fiscal analysis of contracting fire services versus ongoing City Fire Department costs. The goal of this review is to independently verify that all the operational and fiscal issues have been properly dealt with so the City Council can, with full transparency, make an informed policy choice for the provision of fire services. All parties involved have modeled the costs to provide, to a great degree, a similar fiscal comparison of the choices.

POLICY CHOICES FRAMEWORK

As the City Council and Executive Management understand, there are no mandatory federal or state regulations directing the level of fire service response times or outcomes delivered by a City. The body of regulations on the fire service provides that *if fire services are provided, they must be done so with the safety of the firefighters and citizens in mind*. Historically, while the City has made investments in its fire and ambulance services, it has been increasingly challenged to provide fire services as the costs and complexity of doing so have risen dramatically over several decades.

CITYGATE'S OVERALL OPINIONS ON THE FIRE SERVICES CONTRACT PROPOSAL

In brief, Citygate finds that the City has all the cost and staffing depth challenges of operating a one-station fire department with appropriate line and command staffing to meet operational and safety challenges. Citygate finds that the District and City have done a best-practices job of setting forth a contract for fire services framework that not only meets the City's needs, but raises the level of fire service depth of personnel and technical services past the point a small city could ever fiscally justify.

Citygate finds that all the needed costs have been identified correctly and, at this point, the cost of enhanced City fire services, at \$6,225,198, is only about \$385,000 less than the cost of a Fire District contract. The cost figures, at this point, are still estimates, but are close enough to hold final discussions and make policy choice work worthwhile.

Citygate therefore **recommends** that, for a single-station fire department, the much higher level of fire services and personnel redundancy offered by the Fire District contract proposal make a District contract very advantageous to the City.

SECTION 1—CITYGATE’S REVIEW METHODS

Citygate’s Public Safety and General Government Principals conducted this review consistent with Citygate’s Project Team members’ experience in fire services and local government finance administration. As best-practices guidelines for fire services, Citygate utilizes various National Fire Protection Association (NFPA) publications, along with the self-assessment criteria of the Commission on Fire Accreditation International (CFAI). Citygate is familiar with the provision of fire services in small cities, as well as the services and costing methods of several of the largest fire departments in the state, including the Los Angeles County Fire District.

Citygate requested a large variety of City and Fire Department operating and budget documents in addition to the Fire District’s proposal. Citygate also interviewed key City and Fire District Managers that worked on both the District’s proposal, as well as the City staff fiscal analysis.

As for field operations, Citygate conducted a joint fire services operational analysis for the City and Manhattan Beach in early 2014 and, as such, Citygate acquired a robust operational understanding of Hermosa Beach’s fire and ambulance service issues and challenges. Citygate also discussed, with the City’s Interim Fire Chief, the current operational staffing and Fire Station building issues, along with his recommendations for restoring Hermosa Beach fire services if a contract with the District is not feasible.

Once Citygate completed the preliminary assessment, Citygate discussed the observations with the City team to fact check the information and understanding obtained.

SECTION 2—REVIEW OF THE FIRE DISTRICT’S OPERATIONAL PROPOSAL AND CONVERSION COSTS

To place the District’s services and cost proposal into context, it is necessary to discuss what should comprise an appropriate small city fire department. That small-city, best-practices organization should be compared to the Hermosa Beach Fire Department (Department), both as it operates presently and as it has been proposed to operate in the future as an independent agency. Each of the City’s choices can then be compared to the District’s proposal. Finally, in addition to the District’s ongoing services and costs, there are one-time conversion issues when transferring a city-based fire department to a contracted regional service. This section will review the conversion issues and ensure that they are addressed by the District’s proposal.

2.1 MINIMUM FIRE SERVICES

A fire department needs a management organization that is properly sized, adequately trained, and appropriately supported. Over the last twenty years, there are increasing regulations with which to comply. In addition, the proper hiring, training, and supervision of emergency response employees requires an equally serious commitment to leadership and general management functions.

There are also safe, effective minimum requirements for line fire crew staffing. A department must be staffed sufficiently to compensate for absences due to vacation, illness, injury, and other types of absences, including short-term vacancies due to retirement or resignation.

In addition, Emergency Incident Command responsibilities are very different from the day-to-day business management of a fire department. Chief officers performing incident command and safety oversight must be trained and credentialed for that role. All safety laws must be followed and, over the last two decades, the Occupational Health and Safety Organization (OSHA) has made safety compliance *both the personal responsibility of the incident commander and the employer*. No longer can employers shield the responsible command chiefs if OSHA finds a lack of training and safety command organization at an incident.

Furthermore, the training and clinical quality assurance of paramedics must be completed by certified personnel that also must keep exacting records. These requirements are in addition to normal, everyday managing of a fire department’s human resources and fiscal needs.

In its earliest decades, almost none of these requirements were present for Hermosa Beach to be concerned with. However, given the complexity of modern fire services, the headquarters staffing and program costs are clearly more expensive than is cost effective for a one- to three-

station fire department. In fact, a minimum headquarters team could sufficiently staff a three- to five-station fire department.

Citygate has long recommended the following minimum headquarters positions for even the smallest agencies, even if staffed entirely by volunteers. The duties performed by these positions are essential to any fire services operation:

- ◆ One Fire Chief
- ◆ Three Battalion Chiefs on a 24/7/365-basis
- ◆ One Fire Marshal or Fire Prevention Officer for Fire Code enforcement
- ◆ One Office Support professional (clerical) with support from City Hall in case of absences.

In this minimum headquarters staff of six personnel, the functions of training, equipment, fleet management, and other management duties must be completed by the 24-hour shift Battalion Chiefs. Small departments can typically hire, in addition to the above positions, a part-time paramedic oversight and training position. Even this level of headquarters staffing does not provide much depth, redundancy, or succession planning for the Chief Officers.

For line fire station personnel on 24-hour shifts, small departments are typically well advised to hire more personnel than the per-shift minimum to not place all the absence coverage on off-duty personnel via overtime. For a one-engine and one-ambulance fire department that staffs its engine with three personnel and its ambulance with two personnel, as does Hermosa Beach, Citygate would recommend that each shift be staffed by a total of seven personnel to sufficiently account for relief and long-term injury redundancy.

2.2 CURRENT AND PLANNED HERMOSA BEACH FIRE SERVICES

2.2.1 Current Fire Services

Due to the economic pressures of the past recession, retirements, and resignations, the current Fire Department staff consists of:

- ◆ One Interim Fire Chief
- ◆ Three Fire Captains, one per shift to supervise the engine and ambulance crew
- ◆ Five Fire Engineers (driver operators) to handle the fire and ambulance units. Four of these personnel are paramedics, and the fifth is an Emergency Medical Technician (EMT)
- ◆ Seven Firefighter/Paramedics

- ◆ Zero Firefighter/EMTs
- ◆ One Administrative Assistant
- ◆ Fire Inspector
- ◆ Emergency Manager.

This employee roster means that there is a two-position headquarters team, no chief officers for incident command other than the 40-hour Interim Fire Chief and/or mutual aid, and a bare minimum of 15 fire crew personnel. This means that each shift is staffed by five personnel with all vacancy coverage being provided via overtime.

2.2.2 Planned Fire Services

If the Department remains an independent, City-based organization, the Interim Fire Chief has proposed the addition of:

- ◆ Three Battalion Chiefs on a 24/7/365-basis
- ◆ Three Firefighter/Paramedics, one per shift, increasing each shift's personnel to six.

This enhancement still would not provide a dedicated fire prevention position, or a backup for the Administrative Assistant. It also assumes the City can hire a qualified, permanent Fire Chief and three Battalion Chiefs to do everything needed for a one-station department without relief or back up. It also assumes that this minimum staffing would not create an adverse amount of overtime for current staff, which is why Citygate recommends a seven-personnel daily staff rather than the six-personnel daily staff.

Finding #1: Citygate cannot support, in any manner, the current staffing level of the Hermosa Beach Fire Department. Personnel will wear out, and the size of the headquarters team is insufficient to provide the necessary oversight for firefighting and paramedic services.

2.3 LOS ANGELES COUNTY FIRE DISTRICT SERVICES PROPOSAL

The District is proposing a similar level of staffing as the City provides by fielding one 3-firefighter engine company and one 2-firefighter/paramedic squad for a daily staff total of five. Overtime is covered by not only the District's 5-person daily staffing at the Hermosa Fire Station, but also the larger, District-wide work force to ensure fire staff do not incur an adverse

amount of overtime that affects firefighter work quality, safety, and willingness to continue working for the Fire Department.

Normally, the District does not operate ambulances; the ambulances are provided from private sector companies under agreement with the Los Angeles County Emergency Medical Services (EMS) Agency. If the City wants to continue to provide an ambulance and bill for those services, the City could contract a private ambulance company and be entirely responsible for the service and costs.

The District's proposal also includes fire prevention services and all needed emergency incident command and headquarters support and oversight services. To provide the most straightforward cost comparison, Citygate's analysis will assume the District's proposal of a fire engine and paramedic squad.

In the District's proposal, multiple units for serious emergencies (e.g., a First Alarm building fire) would bring the closest units from existing Hermosa Beach mutual aid partners, as well as District units that are approximately five miles away. For catastrophic emergencies, the District would send all the needed regular and specialty resources such as engines, aerial ladders, helicopters, and technical rescue and hazardous materials response teams. The District's dispatch center would handle the Hermosa Beach units as it does all its regional units.

There is a unique District service that can also assist the City. The District's Lifeguard headquarters is in Hermosa Beach. The Lifeguard headquarters is staffed year-round with multiple Lifeguard Division members. Today, the lifeguard is no longer only a rescue swimmer. Lifeguards are trained in a variety of first responder skills, including EMS. Lifeguard command staff are trained and participate in command teams, as do District Chief officers, at serious emergencies. There is no reason that for serious events "landside" that lifeguards cannot also be dispatched as first responders to assist, especially on critical EMS events near beaches.

The District's proposal provides a very robust, best-practices-based management, training, fleet, dispatch, and EMS clinical oversight team.

Finding #2: Citygate finds the District's services proposal completely meets the operational needs, present and future, for Hermosa Beach's risks and expected emergencies. There is no way a one-station fire agency can ever cost effectively afford the headquarters team bench depth, specialties, and extra technical response capacity as found in the District's proposal.

2.4 CONTRACT FIRE SERVICES CONVERSION ISSUES

In converting fire services to a contract with a regional provider, there are some one-time personnel and technical issues with which to deal as the conversion begins. The District lists the following issues and costs in its proposal:

1. Personnel and earned leave (vacation and sick leave start-up balances)
2. Benefits including pension and health care
3. Rank and seniority conversion
4. Dispatch, radio, and computer systems technology conversion
5. A health safety and building code assessment of the existing Fire Station
6. The ability to assist the City with repairing or replacing its Fire Station.

Based on Citygate's experience with contracting for, and participating in, regional fire services, Citygate has not identified any omitted start-up conversion items. The proposed costs for one-time conversion issues appear fair and within local government norms. Once converted, all high-expense and liability items are transferred off the City's books and future liabilities. It is hard to place a cost on the significance of the City forever not being responsible for personnel tragedies, fire apparatus or station failures, or safety code upgrades. All such issues would be handled by the District at its very large economy of scale, and then passed onto all the contract cities fairly.

Finding #3: Citygate finds that the District's proposal adequately and fairly addresses the usual and customary fire service conversion costs, both personnel and operating assets. Citygate did not find any issues to be added.

SECTION 3—REVIEW OF THE FISCAL COMPONENTS OF THE LOS ANGELES COUNTY FIRE DISTRICT PROPOSAL

3.1 DISTRICT-PROPOSED ANNUAL AND START-UP CONTRACT COSTS TO THE CITY

The District initially proposed to provide fire services via contract to the City of Hermosa Beach at an annual cost of \$4,914,278. Upon a review by the City and the District of the fire prevention program needs of the City, the annual cost was reduced to \$4,786,928. This cost maintains the current level of fire prevention service for the City, and is based on a better understanding of the City's workload data for fire prevention.

In addition to the annual cost of \$4,786,928, the District contract requires the City to fund the following start-up costs to transfer the City's employees to the District, and match District dispatch technology and fire station rehabilitation work that the City had postponed since the recession:

1. Pay the \$12,000 cost incurred by the District to evaluate and determine which City fire apparatus and equipment can be used by the District, and which equipment will need to be replaced to ensure it meets the standard safety and/or functional specifications of similar District equipment.
2. Pay \$220,994 to the District to ensure that no employee is transferred to the District without any available accumulated vacation and sick leave time. For each employee that has accumulated unused vacation and sick leave time, a maximum of ten vacation shifts and six sick shifts will be credited to each employee. These costs may be payable to the District over an initial three- to five-year contract period, based upon the final contract negotiations between the City and the District. Additionally, the City will owe fire employees transferring to the District an estimated \$371,942 for unused vacation and sick leave payout as they leave City employment.
3. Pay the annual cost of major maintenance and rehabilitation of the Fire Station that is in excess of \$50,000 (this cap is increased by 10 percent per year during years six through ten).
4. Optionally pay the District to undertake the rehabilitation or new construction of the City's Fire Station. The repair/replacement choice, cost, and method of payment to the District would be the subject of contract negotiations between the City and the District.

5. Provide the District with a fire apparatus fueling site if the current arrangement for obtaining fuel from a City of Redondo Beach facility is not continued.
6. Pay the cost of site abatement and mitigating environmental hazards found on the City Fire Station site.
7. Transfer to the District the City's interest, right, and title, which shall be free and clear, for specified pieces of vehicular equipment which will be necessary for the fire operations within the City as staffed by the District. This includes fire apparatus and other equipment essential to the operation of the vehicles or Fire Station. The current County estimated value of the transferred equipment is \$490,226.

3.1.1 Annual Payment Cap

To provide some ability for the City to forecast its annual fire service contract expenditures, the District has provided an annual payment cap provision:

- ◆ A four percent payment cap would be placed on any increases to the City's annual fee each year for the first five years of the agreement. This payment cap applies only to the City's annual fee payment amount (i.e., the salary, employee benefits, and overhead cost). Calculation of the payment cap would not include any conversion costs, credits, rebates, etc., which may be factored into the City's monthly payment amount.
- ◆ For the sixth year of the agreement term, the payment cap would be the average of the immediately preceding four years' percentage increases in the annual fee, plus one percent. For the seventh year of the Agreement, and each subsequent year, the payment cap would be the average of the immediately preceding five years' percentage increases plus one percent.
- ◆ In any year in which the City's annual fee payment amount exceeded the preceding year's payment amount, plus the applicable payment cap, payment of the excess amount would be deferred to a subsequent fiscal year when the increase in the annual fee payment for that fiscal year over the preceding fiscal year is less than the payment cap. The excess amount would be repaid by the City in any subsequent fiscal year to the extent the City's annual fee payment increase in that fiscal year is less than the excess amount for that fiscal year.

3.2 ASSESSMENT OF THE FISCAL COMPONENTS OF THE DISTRICT PROPOSAL

The required financial assumption required by the Los Angeles County Board of Supervisors is that any contract for fire services will recover the full cost incurred by the District in both annual cost as well as operational start-up of fire services. Thus, the District has used the same financial format and formulas in determining the Hermosa Beach contract cost as is used for other District contract cities. The District's cost formula is composed of three principle parts: personnel labor and benefits, administrative overhead on the quantity of personnel and services required in the City, and one-time contract start-up expenses.

3.2.1 Labor and Benefit Expense Calculation

While firefighters will be assigned to the City's Fire Station, employee turnover, promotion and transfer, overtime coverage, and use of District fire crews from elsewhere in Hermosa Beach will result in fire personnel of various pay and benefit levels filling the assigned positions. The District develops an annual labor and benefit cost that represents the average of personnel expenses and, when used, will result in the full recovery of labor and benefit costs throughout the District. This "Uniform Personnel Cost" was used to develop the labor and benefit cost portion of the District contract proposal amounting to \$3,566,445.

Finding #4: Citygate reviewed the District formula and detailed Uniform Personnel Cost supporting materials and concurs in the adequacy and appropriateness of using this information to develop the District's personnel costs in the Hermosa Beach proposal.

3.2.2 District Overhead Expenses

The current City Fire Department budget does not include an "overhead" or "City Hall administrative services" budget section; Doing so is typical for line-operating department budgets in suburban cities. When the City develops its Fire Department line-item budget, all the specific expense categories are listed separately with their own budget dollars. Examples are, "personnel services," "retirement," "safety eye protection glasses," "repair to turnout safety equipment," and "service to Fire Department small tools."

The nearest the City comes to including overhead expenses in the Department budget are line items for "Building Maintenance Charges," "Communication Equipment Charges," "Equipment Replacement Charges," and "Insurance User Charges." Such Citywide operating expenses are charged to the line departments (e.g., Fire Department) from a central budget category. Thus, each City department pays its fair share of the central Citywide charge for these services.

The District uses a different budgeting approach because the District supports many fire stations that are overseen by a command structure supervising several sites and stations that use common products and share supplies and materials. Thus, the District combines area-wide supervision and supplies into a District-wide “overhead” category. This approach is fiscally and operationally more efficient for it. The District develops what it labels as an “Overhead Expense” which includes items such as: the cost of the Battalion Chiefs, Assistant Fire Chiefs (that act as Fire Chiefs for the contract cities), Administrative Assistants, charges similar to the cities such as for information technology and communications, all materials, supplies and services used by the fire stations, vehicle fuel, parts and replacement, and paramedic oversight support staff.

The District’s overhead expense amounts to 34.2213 percent of the labor and benefit costs in the proposed Hermosa Beach contract. When this overhead amount is compared to the general expenses that the City budgets as individual line items, the result is essentially the same. The City spends an estimated 32 percent of its overall Fire Department budget for similar items.

Finding #5: The District overhead expense format, and the way the District calculates and distributes the costs among fire stations, fairly distributes the benefits of supervision, supplies, equipment, etc., that each station and station labor need to operate.

SECTION 4—REVIEW OF THE CITY’S ANALYSIS OF THE FIRE DISTRICT PROPOSAL

4.1 *PROPOSED CITY FIRE DEPARTMENT BUDGET WITH ADDED STAFFING FOR FISCAL YEAR 2016-17*

The City has estimated a fiscal year 2016-17 Fire Department net budget \$6,225,198 to provide upgraded Fire Department staffing for increased effectiveness, safety, and operational sustainability. The increased staffing will include three new Battalion Chiefs (one per 24-hour fire crew shift) and three additional firefighters (one per shift). The enhancements will provide a daily shift staffing of six firefighters and one chief officer in addition to the 40-hour per week Fire Chief position. The minimum daily staffing of each fire shift will be five; the remaining staff position will provide relief to lower the overtime need for vacation, other absences, and employee vacancies.

Finding #6: The City’s latest draft fiscal year 2016-17 budget of \$6,225,198 has correctly included not only the salary and benefits for the added positions, but also the materials, supplies, services, and support expenses that would accompany this staffing increase, along with a credit for revenue earned by the Fire Department.

This increased staffing represents the budgeted cost of a Department that the City Fire Chief recommends as the minimum necessary to fill the existing staffing shortfalls in providing fire protection to the City. However, the actual net Department cost to the City General Fund is more accurately represented by subtracting the annual Department-generated fire prevention revenue of \$34,740 and the approximately \$500,000 in annual ambulance revenue generated by the paramedic staff included in the Fire Department budget. This credit is applied against the Department budget because the labor and materials to provide the inspection and ambulance service is in the overall Department budget.

Finding #7: An estimated net annual Department expense of \$6,225,198 for the City in fiscal year 2016-17 at the upgraded staffing level results from subtracting the revenue received by the Department as a credit against the City’s General Fund expense.

4.2 FIRE STATION REHABILITATION OR REPLACEMENT

The current City Fire Station is well past its expected safe and effective life cycle. City, District, and Citygate staffs agree that the building needs major rehabilitation or replacement as soon as possible. The City will incur this expense regardless of whether it retains its own Fire Department or contracts for fire service with the District. However, under a contract with the District, the City does not have to rehabilitate the administrative office spaces significantly because the District will not require that square footage.

Several fire station rehabilitation or replacement options have been explored by Mary McGrath/Architects, a consultant retained by the City. For ongoing full City usage, the options studied provide a cost range of rehabilitating the Fire Station at \$4,068,000, to replacing the current station between \$10,328,000 and \$14,684,523.

The District estimate for rehabilitation (including a 15 percent contingency) is \$2,091,000, and a range from \$5,020,000 to \$10,925,000 to construct a new fire station for just a single-engine company and paramedic squad. It appears that the District is willing to “front” these expenses and permit the City to pay off the expense over a five-year period. While this is a beneficial proposal with the annual expense spread over only a few years, this may cause the City to instead consider undertaking the work itself, and finance with bonds over a longer time period to lower the annual payment. Either way, the City must look at not just annual cost, but also the total cost of borrowing, including interest on debt service.

Finding #8: The current Fire Station rehabilitation or replacement cost is estimated at a cost range from \$2,091,000 to \$14,684,523, dependent on full City use, partial District use, and the choice of rehabilitation or replacement. While the City will incur the expense, the annual cost will depend upon policy choices made by the City regarding who is to undertake the work and the financing option used.

4.3 CONTRACTING WITH THE FIRE DISTRICT: CITY STRANDED COSTS, UNFUNDED RETIREE HEALTH, AND CALPERS PENSION LIABILITY

In contrast to the City’s Fire Department first-year net cost of \$6,225,198, the District has proposed an expense of \$4,786,928. However, City staff appropriately identified costs in the Department budget that will remain with the City even if it contracts with the District. The identified costs are named “stranded (residual) costs,” which include items such as a portion of the City’s vehicle replacement and communication/technology expenses that include portions of

City of Hermosa Beach, CA

**Review and Assessment of the Operational Components of the Los Angeles County Fire District Proposal
to the City of Hermosa Beach**

other City personnel and other expenses that cannot be “divided,” and thus partially lowered in future years, even if the Department is no longer an internal part of the City. Other stranded costs include the Department’s portion of the Workers’ Compensation and Liability expenses, accrued before separation to the District that will not be reduced or transferred to the District. Specifically, the City will retain the following expenses as they appear in the Fire Department fiscal year 2016-17 budget:

Table 1—Fiscal Year 2016-17 Stranded Costs

Item	Current Annual Cost
Vehicle Replacement	\$38,785
Insurance (Workers’ Compensation and Liability)	\$345,421
Communications and IT	\$23,321
Building Maintenance	\$4,325
Emergency Manager	\$100,023
Total	\$511,875

In addition to the “stranded costs” that continue to be a City expense, the City will also owe the State of California pension system, CalPERS, the unfunded liability on the City sworn and non-sworn Fire Department positions that are either transferred to the District, or which are transferred to a different function in another City Department. These liabilities were accrued prior to the transfer of fire employees to the District. As part of these costs, the City employees will retain CalPERS pension benefits earned to date, but will transfer into the separate District pension system.

Thus, the liability represents funds that CalPERS has not yet collected from the City, but will need in the future to pay the full-required CalPERS portion of the earned pension benefits in City employment. In the latest available CalPERS report to the City, this amount is \$7,984,615 for both the older Classic Benefit Sworn Fire personnel, and the several newer fire personnel under the post-recession state PEPR retirement benefit plan.

It is important to note, however, that the City Fire Department budget *already includes* approximately \$800,000 to pay down over time the unfunded liability expenses for these employees as part of the City’s budgeted CalPERS pension expenses. Thus, contracting to the District does not generate an *additional* liability payment.

To pay CalPERS the unfunded pension liability if the City contracts with the Fire District, there are several options discussed by the City’s CalPERS actuary, with the least annual expense ranging over the next five years from \$602,561 to \$912,153. However, it appears very likely that

CalPERS will lower its annual investment earnings rate which will increase this unfunded liability amount owed by the City. The actual annual cost will then very likely exceed \$800,000 per year, which is an expense the City will continue to have even if it contracts with the Fire District.

The City also has an unfunded liability of about \$866,000 for retiree health benefits to Fire employees. For fiscal year 2016-17, this has been estimated at \$108,312. This will be a continuing expense that rises to \$123,117 in fiscal year 2020-21 until the unfunded liability is paid off.

Finding #9: To directly compare the cost of the Fire District contract with continuing a City Fire Department, expenses have to be *added* to the base District contract amount to include a minimum of \$800,000 for the CalPERS unfunded liability payments, \$108,312 for the unfunded retiree health benefits, and the estimated \$511,875 in annual “stranded” costs.

4.4 CONTRACTING WITH THE FIRE DISTRICT: AMBULANCE REVENUE OPTIONS

The City currently staffs a fire station with five personnel, three of which operate the fire engine, and two firefighter/paramedics that staff an ambulance. All the labor, materials, and contract expenses to operate the ambulance services are in the City Fire Department budget, but the actual expenses have not been separated to compare the ambulance system expense to the annual revenue.

Currently, annual ambulance revenue received is estimated for fiscal year 2016-17 at \$500,000, while the actual billing revenue is closer to \$1,200,000, with about 42 percent of this latter number as not collectable due to Medical and Medicare required write-downs. Actual operating expense, based on using newly-hired firefighter/paramedics on the ambulance, includes a personnel cost of \$789,753 plus the cost of overtime, materials, supplies, contract clinical oversight/training services, and ambulance maintenance, fuel, and replacement. It appears the City expense is nearly twice the annual estimated \$500,000 in net ambulance revenue.

In a contract with the District, the City’s Interim Fire Chief has suggested one ambulance alternative, which is to contract with a private ambulance company to operate the City ambulance system. Under that scenario, actual expenses were estimated at about \$403,000 per year, leaving the City with minimum positive revenue of about \$97,000. Additional effort to recover unpaid ambulance billings could somewhat increase this positive revenue flow, although not significantly.

Another alternative is for the City to simply relinquish the ambulance service to the County EMS Agency. Private ambulance companies commonly provide all transport in the District and elsewhere in the County. In this case, the ambulance company retains all revenue more than operating cost; however, the ambulance company also assumes all risk to meet the County EMS Agency response time requirements, including providing other unit coverage if the one ambulance in the City is committed to an incident when another call for service is received.

If the City retains the authority to operate an ambulance contract, it assumes all the rate-setting, operational multi-unit coverage needs, and billing complaint responsibility and liabilities. To do so will minimally require City Hall overhead time, along with the unknown risk of operational liabilities and/or revenue shortfalls. For revenue of approximately \$97,000, the City should discuss if the revenue is worth more than the risks.

Finding #10: The City's ambulance revenue is impacted depending on which of several ambulance service alternatives it chooses to pursue. If the City retains ambulance service responsibility and contracts with a private provider, the net revenue loss in contracting with the District will total about \$403,000 per year. This is an expense that will need to be added to the District contract expense along with the "stranded" costs and CalPERS unfunded liability expense.

SECTION 5—COMPARISON OF CITY FIRE DEPARTMENT TO FIRE DISTRICT CONTRACT EXPENSES

The City Fire Department fiscal year 2016-17 cost, reduced for Department-related revenue for fire inspection/permit services and ambulance revenue, totals \$6,225,198.

In comparison, the Fire District expense, with the addition of the “stranded” costs, CalPERS unfunded liability payments, and potential City ambulance revenue loss, totals \$6,610,115. This comparison is reflected in the following table:

Table 2—Fiscal Year 2016-17 City Fire Services Expense Comparison

Expense Element	City Fire Department with Expanded Staffing	Fire District Proposal with Added Continuing City Expense
Fiscal Year 2016-17 Proposed Cost	\$6,759,938	\$4,786,928
Vehicle Replacement	-	\$38,785
Insurance (Workers' Compensation, Liability, etc.)	-	\$345,421
Communications and IT	-	\$23,321
Building Maintenance	-	\$4,325
Emergency Manager	-	\$100,023
Unfunded CalPERS Liability	-	\$800,000
Unfunded Retiree Health Benefits	-	\$108,312
Less Inspection Revenue	\$(34,740)	-
Ambulance Revenue	\$(500,000)	\$500,000
Net Cost with No City-Provided Ambulance	\$6,225,198	\$6,707,115
Ambulance Revenue Net of Private Ambulance Contract Cost from City Private Ambulance Operator	-	\$(97,000)
Net Cost if the City Contracts to Provide Ambulance Service	-	\$6,610,115
Potential One-Time Capital Cost/Savings from Fire Station Replacement or Rehabilitation	New Headquarters Station: ± \$14,684,523	Fire Station Rehabilitation: ± \$2,091,000

Finding #11: The General Fund cost of a rebuilt and ongoing separate City Fire Department at \$6,225,198 is an estimated \$384,917 less than the cost of a Fire District contract that includes the City using a private ambulance vendor. The cost figures, at this point, are still estimates, but are close enough to hold final discussions and make policy choice work worthwhile.

Finding #12: Significant capital cost savings occur for the City if it chooses to contract with the District and have the District rehabilitate the current fire station at an estimated cost of \$2,091,000 as compared to an estimated cost of \$14,684,523 if the City retains its own fire station and constructs the needed headquarters offices and fire station.

Finding #13: Even with three added chief officers and three added firefighter/paramedics (one firefighter/paramedic per shift), an independent, one-station fire department will always be fragile and subject to personnel vacancies and limited fiscal ability to provide all typical fire service programs within regulatory compliance. For nearly the same cost, the City, in a contract with the District, purchases comprehensive, sustainable fire services.

CITY OF REDONDO BEACH

Budget Response Report #36

June 14, 2022

Questions:

What are the staff impacts and costs associated with conducting City Commission meetings both in-person and via Zoom?

Response:

Currently, after-hours audio visual (AV) technical support for both City Council meetings and Commission meetings are provided by full-time salaried (non-FLSA) Information Technology staff. The number of after-hours worked varies and is in addition to regular daily schedules and other off-hour emergencies. Preparation for the meetings pulls staff away from routine work as the average window of support is from 4:00PM to ~7:30-8:00PM, depending on when the meeting starts. Meeting setup tests are generally conducted with City Clerk staff at ~11:30AM on the day of the meeting to identify any potential issues.

Zoom participation for the public is included in all City Council and Commission meetings and staff has been trained on managing that added complexity. The addition of remote participation by Commissioners (already available to Council Members) would require additional training for Commission Liaisons, but no additional cost. There are no direct technology costs associated with adding Commissioner remote attendance capability either. However, with the recent Council Chamber AV and broadcast upgrades, management of the AV infrastructure has become much more technologically complex (there are 23 computers running in support of a meeting broadcast).

The addition of Zoom and the Council Chamber participation in Zoom sessions, the new broadcast to YouTube feature and the integration of Granicus into the AV infrastructure has added several new potential points of failure. This is where the IT support for Council and Commission meetings has become critical. IT staff frequently troubleshoot and resolve issues that can potentially cause a meeting to be cancelled. Someone, other than the meeting's minutes secretary or staff liaison, has to be available to address these issues as they arise. Existing full-time IT staff are scheduled and can be counted on to staff and support the 3 to 4 City Council meetings each month, but cannot provide this level of support for an additional 10-12 monthly Commission meetings.

A potential solution that could provide support for City Council and Commission meetings – and also free up full-time IT staff to focus on their daily work – would be to provide funding to hire a dedicated part-time AV Technician (or Technicians). The position would be responsible for meeting setup, verifying properly functioning equipment, supporting City staff where necessary, troubleshooting and resolving any technical issues and working with the contracted videographer when needed. The estimated support window

would be 1-2 hours before meeting start times, to 1-2 hours after meeting start times, leaving when the AV system is stable.

Assuming on average 15 meetings per month for 12 months (beginning September 1, 2022), and 5 hours of support per meeting at approximately \$25.00/hour, the annualized cost would be roughly \$22,500 for one year of support. This number, of course, would likely vary due to time-extending issues that may arise during meetings, increases in hourly wages, or variance in the number of meetings held each month.

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING June 14, 2022

L.1.

CONTINUED PUBLIC HEARING TO CONSIDER THE FISCAL YEAR 2022-23 PROPOSED BUDGET, FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM, AND ASSOCIATED BUDGET RESPONSE REPORTS

- a. Reconvene the Public Hearing, take testimony;**
- b. Continue the Public Hearing to June 21, 2022; and**
- c. Receive and file Budget Response Reports.**

CONTACT: JENNIFER PAUL, FINANCE DIRECTOR

- Memo to City Manager from Public Works Director
- North Pier Parking Structure 2021 - Condition Assessment Report
- South Pier and Plaza Parking Structure 2021 – Condition Assessment Report
- Letter from South Bay Parkland Conservancy
- Communication from Public Safety Commissioners
- Nine (9) FY2022-23 Budget Response Reports

MEMORANDUM

Date: June 13, 2022

To: Mike Witzansky, City Manager

From: Ted Semaan, Public Works Director

Re: 2021/22 Pier Parking Structures Condition Assessment

As part of the City's ongoing efforts to invest in its infrastructure, the City Council authorized structural assessments of the three waterfront parking structures (North Pier, South Pier, and Plaza Parking Structures) in late 2021 and early 2022. Walker Parking Consultants/Engineers (Walker) was hired to continue work that began in 2012 and has produced two assessment reports, one for the combined waterproofing and structural maintenance assessment of the South Pier Parking Structure and Pier Plaza Parking Structure and the second for the North Pier Parking Structure. The North Pier Parking Structure report was prepared separately because it includes a separate seismic evaluation of the structure in addition to the waterproofing and structural maintenance assessment.

Each report begins with a cover letter / executive summary which identifies various type of deficiencies to be addressed and a recommendation for a budget to address them over a five-year period. The budget for the five-year period is summarized as follows:

South Pier PS / Plaza Parking PS waterproofing & repairs	\$15,150,000
North Pier PS waterproofing & repairs	\$ 1,536,500
North Pier PS seismic improvements (lump sum)	<u>\$ 1,820,000</u>
	\$18,506,600

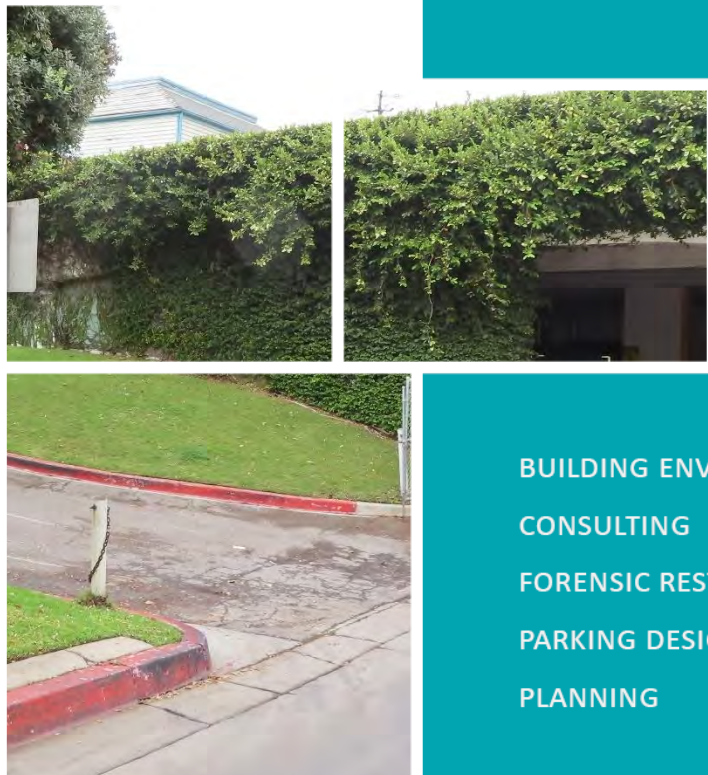
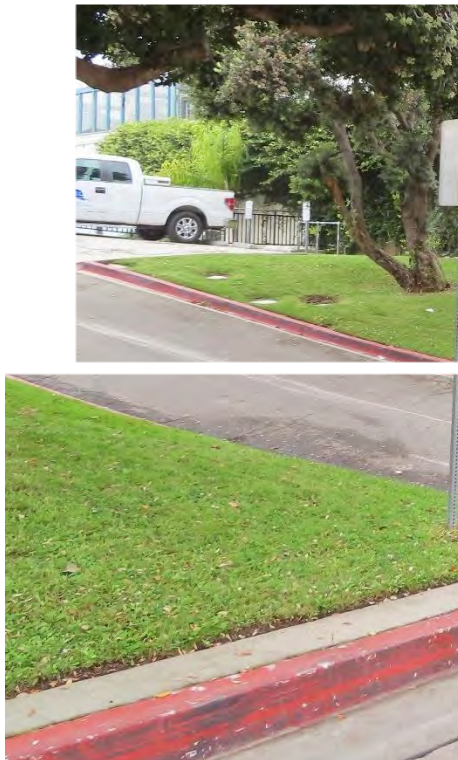
Each report also contains an amortization schedule, reflecting how those costs might be spread over a period of five years for funding consideration. Costs for the first year are summarized as follows:

South Pier PS / Plaza Parking PS waterproofing & repairs	\$ 2,095,000
North Pier PS waterproofing & repairs	\$ 558,000
North Pier PS seismic improvements (lump sum)	<u>\$ 1,820,000</u>
	\$ 4,473,000

The existing CIP has approximately \$110,000 of carryover funding for Pier Parking Structure Improvements. The proposed FY 2022-23 Budget includes a recommendation of an additional \$4,350,000 for the project to fund the first year of recommended waterproofing and repairs, and the seismic retrofit.

Attachments

- Attachment 1 – North Pier Parking Structure 2021 - Condition Assessment Report
- Attachment 2 – South Pier and Plaza Parking Structure 2021 - Condition Assessment Report



BUILDING ENVELOPE
CONSULTING
FORENSIC RESTORATION
PARKING DESIGN
PLANNING

CITY OF REDONDO BEACH NORTH PIER PARKING STRUCTURE 2021-CONDITION ASSESSMENT

CITY OF REDONDO BEACH
Redondo Beach, CA

Prepared for:
Mr. Stephen Proud
Director of Redondo Beach
415 Diamond Street
Redondo Beach, CA 90277



WALKER
CONSULTANTS

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Los Angeles, CA 90017
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EXECUTIVE SUMMARY

The City of Redondo Beach retained Walker Consultants to carry out a Condition Assessment Update of the three existing parking structures - North Pier, South Pier, and Plaza parking structures, and develop a capital improvement program for the facility. This report only includes the North Pier parking structure. The condition assessment report of South Pier and Plaza parking structures was already issued in December 2021 as a separate report. This report includes an updated condition assessment and an updated seismic evaluation of the North Pier parking structure as requested by the City of Redondo Beach. The condition assessment is intended to provide our professional opinion on the current condition of the structural system and other components, such as waterproofing and drainage, that can affect the service life of the structure. In addition, the assessment identifies any needed maintenance and repairs to the structural system and waterproofing components and provides our recommendations for implementing the work. We evaluated the overall general condition of the structures with visual observations and compared our new findings to the 2012 and 2015 Walker findings.

This report also includes the Tier 1 and 2 seismic evaluations of the North Pier Parking Structure. Tier 1 consisted of completion of appropriate standard checklists of evaluation statements to identify potential deficiencies in a structure based on performance of similar structures in past earthquakes. The outcome of this phase is a list identifying the seismic non-compliant deficiencies that could represent risks to the structure. Tier 1 screening evaluations was used as the basis for Tier 2 seismic evaluation. Tier 2 involved engineering analysis to investigate whether deficiencies identified in Tier 1 require mitigation. The outcome of this phase is a retrofit scheme to mitigate structural seismic deficiencies as described in this report. Our investigation found that the seismic performance of the structure has been fair. The 1992 retrofit efforts improved the lateral load carrying capacity and load transfer paths. There are some deficiencies in the retrofit that allow for discontinuous load transfer. The recommended Base Repairs in the appendix D address improving the seismic performance.

On February 14, 2022, Walker sent a draft of this condition assessment report to the City of Redondo Beach. A 5-year repair program formulated in the draft and in this final report was developed considering the City's available annual budget, maximizing benefits from previous work and repair priority, and maintaining parking structure accessibility and occupancy. Also, the 5-year repair program focuses on immediate repairs as well as the necessary repairs to extend the useful service life of the structure. Based on the City of Redondo Beach's request, as an alternative for City to consider, Walker has also developed an opinion of the probable costs of a Ten-Year repair program for the North Pier parking structure in this final report.

This 2021 report incorporates the 2012 and 2015 Walker reports as a reference. Our 2021 findings indicated that, overall, the parking structures have continued to deteriorate compared to the findings reported in the 2012 and 2015 Walker reports. In general, the 2012 and 2015 Walker recommendations remain unchanged except for areas of structures that have been addressed in the 2017 and 2019 repair programs.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Risk Management repairs are those required to address safety issues and to mitigate potential unsafe conditions from a risk management perspective.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below.
- Remove and replace corroded barrier system on the Pier Level of the parking structure.

SUMMARY OF TYPES OF DEFICIENCIES

Durability and Maintenance

- Soffit slab deterioration and spalls with exposed and corroded reinforcement.

WC PROJECT No. 37-009397.00

June 06, 2022

- Concrete overlay deterioration and delamination.
- Concrete beam deterioration with exposed and corroded reinforcement.
- Concrete column spalling.
- Concrete wall deterioration and delamination.
- Waterproofing system deficiencies.

Seismic

- Thickening of CIP shear walls on Basement and Pier Levels.
- Addition of carbon fiber wrap at precast double tee stems on Village and Pier Level.
- Addition of slab reinforcement at Shear walls.
- Increase concrete cover at CIP columns at Grid line Y.
- Increased thickness of slab at Shear walls (East-West direction)
- Install new drilled piers.
- Install new concrete shear walls at Pier and Basement Level.

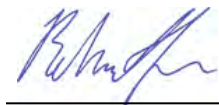
We recommend that the City of Redondo Beach perform the base repair program outlined in this report that will correct the observed seismic deficiencies, and durability deterioration and enhance the waterproofing systems to protect the structural slabs and reduce the potential for water infiltration throughout the structures.

We recommend that the City of Redondo Beach budget approximately **\$1,536,500** to maintain the North Pier parking structure over the next five years and budget separately a lump sum **\$1,820,000.00** for recommended seismic structural repairs. The budget costs presented are based on historical data. As a result of the COVID-19 epidemic, prices and schedules have changed. Therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. The actual costs may not be realized until the project is designed and bid by a contractor. Budgeting for capital improvements and work items will help the City of Redondo Beach plan for necessary funding for the recommended work over the next 5 years. This will help maximize the service life of various components of the structures and maintain the structures in good service condition with minimum downtime.

Please see the attached discussion and appendices for a detailed report of our investigation.

Sincerely,

WALKER CONSULTANTS



June 06, 2022

Behnam Arya, PhD, PE
Senior Consultant

Date



June 06, 2022

Khan Sohban
Senior Engineer, PE

Date



June 06, 2022

Hassan Suhail
Project Engineer I

Date

INTRODUCTION

BACKGROUND INFORMATION

Walker Consultants performed a condition assessment for the North Pier parking structures located in Redondo Beach, California. The Walker Consultants staff conducted the onsite investigation of the parking garage on November 10, 2021. The evaluation and report will provide our professional opinion of the overall condition of the parking structures and update the prior 2012, and 2015 Walker's conditional appraisal reports with recommendations for current repair and preventative maintenance needs to maintain the service life for the structure. The City of Redondo Beach has requested Walker to perform a new condition assessment of the parking structure since the last condition assessment of the parking structure was completed more than six years ago. The condition assessment update consisted of a visual survey and documentation of observations. In addition to condition assessment, Walker also updated the Tier 1 and 2 seismic evaluations of the structure that we performed for the structure in 2012. Walker completed a Tier 1 and Tier 2 building screening procedure in 2012 based on the American Society of Civil Engineers (ASCE) standard ASCE 31-03 "Seismic Evaluation of Existing Buildings" published in 2004 which was the nationally recognized standard at the time our investigation. The updated Tier 1 and Tier 2 analyses was performed per the ASCE 41-17, which is the current state-of-the-art and generally accepted standard for seismic evaluation of building structures. The seismic checklist and procedures in ASCE 41-17 have been updated compared to ASCE 31-03. Furthermore, the seismic hazard levels in ASCE 41-17 have changed based on earthquakes that have occurred around the globe since 2004 (when ASCE 31-03 was published).

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted additional testing on the North Pier Parking Structure. Testing primarily consisted of coring of concrete walls to obtain compressive testing as well exploratory opening of concrete walls to check size and placement of steel reinforcement. The results of new concrete testing were used in our seismic evaluation analysis.

Nomenclature

In the summer of 2011, Walker performed a condition assessment of the parking structures. In June 2012, Walker performed a structural analysis of the North Pier parking structure and prepared an Asset Management Plan (AMP), formerly known as Capital Improvement and Protection Program (CIPP), detailing opinions of probable repair costs over ten years for all three structures. The report was submitted to the City in August 2012 and is referred to herein as the 2012 Walker Report. Also, in October 2015 Walker performed a condition assessment update and prepared opinions of probable costs for two timeline scenarios for the parking structures. The report was submitted to the City in January 2016 and is referred to herein as the 2015 Walker Report. Please refer to the reports mentioned above for additional information.

Previous repairs

As requested by the City of Redondo Beach, the 2015 condition assessments proposed three different scenarios of repair with approximate costs for each option. These options were: A limited three (3) year repair and maintenance program; a 10 – 15-year repair and maintenance program; and an option of full replacement of the Pier Parking Structures. Based on our 2015 condition assessment and the cost associated with the proposed

options, the City of Redondo Beach selected the 10 - 15-year repair and maintenance program option. Walker has been awarded several contracts for the development of plans, specifications, and estimates (P, S & E's) to bid the work out to restoration contractors for the Pier Parking Structures. The first round of repairs was performed in 2017 on the South Pier parking structure and the second round of repairs was completed in 2019 on both the South Pier and North Pier structures. It was also conveyed to Walker during our site visits that some repairs were performed on the Plaza Parking Structure as a change order to the previous repair program.

Since 2017, Walker has provided parking structures restoration and maintenance design services for City of Redondo including the following:

- In 2017, the first repair project occurred mainly on the South Pier parking structure, consisting of the removal and replacement of traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial concrete beam repairs mainly on spandrels projecting out on the west end of the garage, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, and a few miscellaneous repairs.
- In 2019, the second repair project occurred, consisting of the installation of new traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial and full depth concrete beam repairs, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, replacement of top-level barrier cables and railing, and some miscellaneous repairs. Most of the repairs primarily focused on the Village level of the North Pier parking structures, and some minor repairs were also carried on the Village level of South Pier parking structure.

OBJECTIVES

The objective of this investigation is to provide updates on the overall condition assessment and the seismic evaluation and provide an opinion of probable cost for the necessary repairs, based on the observed conditions as well as our experience with similar parking structure conditions and repair costs. For this investigation and to meet the objective, we performed the following services:

1. Reviewed previous Condition Appraisal Reports prepared by Walker Consultants, dated August 2012 and October 2015 respectively.
2. Reviewed Owner Review Construction documents and project specifications prepared by Walker Consultants, dated January 2017.
3. Reviewed Construction documents and project specifications prepared by Walker Consultants, dated March 2019.
4. Reviewed existing framing plans of the parking structure to aid in our observations.
5. Conducted a field evaluation of the parking structure to document the current exposed conditions of the structural and waterproofing elements. This consisted of visual observation as well as limited non-destructive testing to review the following elements: floors, columns, beams, walls, ceilings, façade, and other structural elements.
6. Identified potential structural related conditions that require immediate attention.
7. Compiled and reviewed all field data to determine possible causes and effects of the documented deterioration.
8. Performed the Tier 1 screening and Tier 2 analysis for seismic evaluation of the North Pier parking structure.
9. Outlined the repair program requirements for a 5-Year AMP.
10. Provided an opinion of probable cost for implementing the repairs.
11. Phased the work according to priority over a multi-year program to assist with fiscal planning.

12. Prepared the current report with a summary of observations, including photographs depicting the areas noted in the report, findings.

The objective of the 5-year Budget Forecast is to provide the City of Redondo Beach with an asset management tool for planning and budgeting of capital expenses over the next 5 years. The 5-year plan recommends restoration capital improvements and work items for this parking facility so that the Owner can maximize the service life of the structure with the least amount of capital cost.

PARKING STRUCTURE DESCRIPTION

The North Pier Parking Structure was constructed in early 1960's and has experienced nearly 70 years of service life. The parking structure is constructed of precast concrete double tees supported on precast columns, beams, and girders. One of the unique aspects of the pre-cast double tee construction is that the tees are spaced apart to allow for closure pour strips along every tee flange. Based on the drawings received, the exposed upper level is referred to as the Village Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basement Level. The footprint of the structure is 273 feet (north - south) by 123 feet (east - west)

Figure 1 shows an aerial view of the parking structures, and Figures 2 to 4 display the floor plans of the North Pier parking structures. Figures 5 to 8 show overall views of the exterior elevations of the parking structures. Figures 9, and 10 show the recommended locations for traffic coatings. Figure 11 show location of immediate repairs.

Figure 1 – Aerial view of the parking structures (Google Earth Pro)



Figure 2- Basement Level- Slab on Grade, North Pier Parking Structure

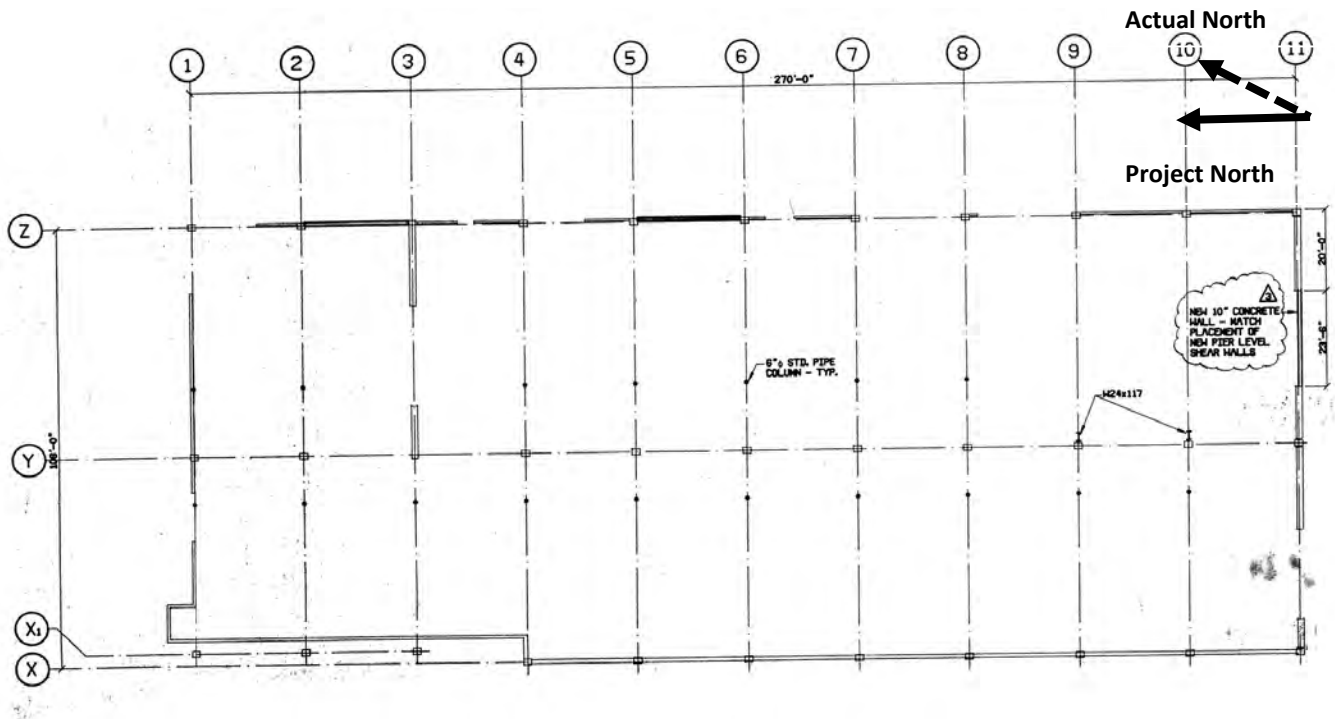


Figure 3- Pier Level Plan, North Pier Parking Structure

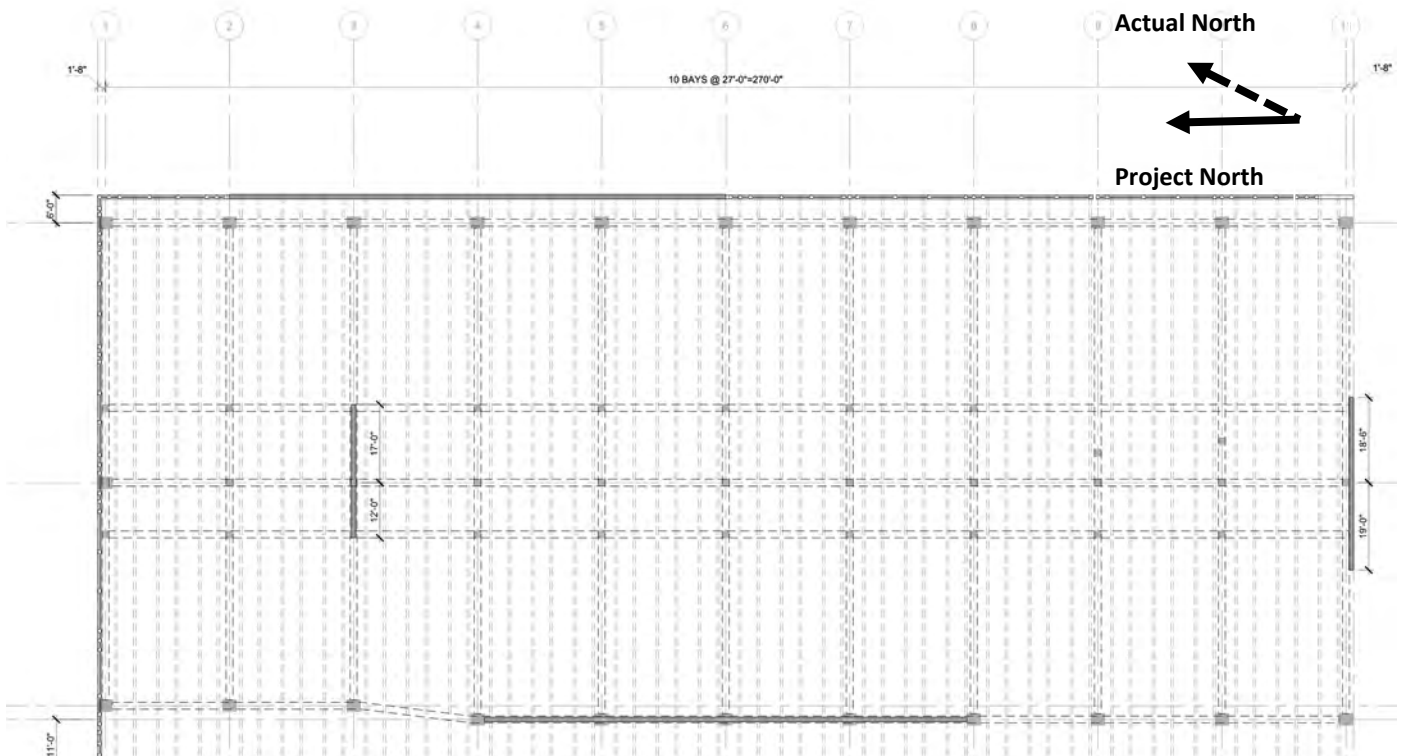


Figure 4-Village Level Plan, North Pier Parking Structure

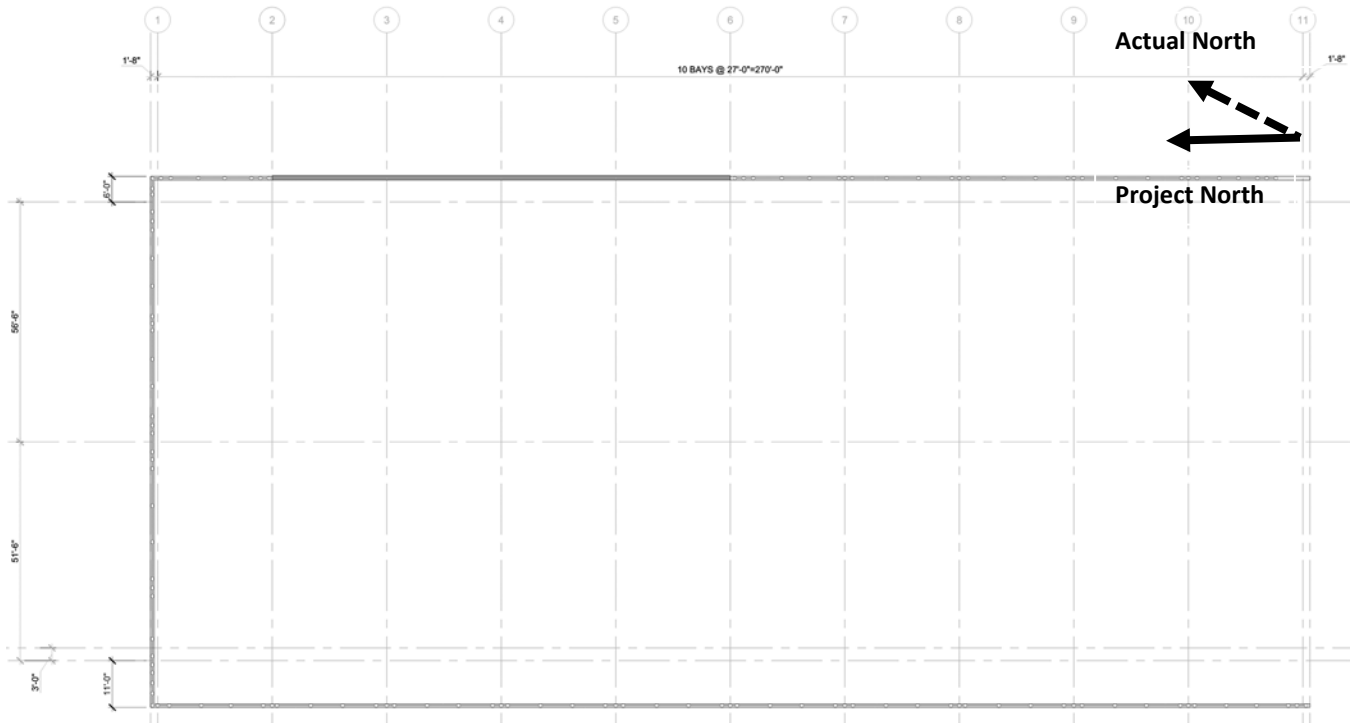


Figure 5- Overview of Village Level, (North Pier Parking Structure) (BA1-219)



Figure 6- Partial North elevation, (North Pier Parking Structure) (SH2-273)



Figure 7- Partial West elevation, (North Pier Parking Structure) (BA1-229)



Figure 8– Partial East elevation, (North Pier Parking Structure) (BA1-282)



RECOMMENDATIONS

Based on our visual observations, we found the North Pier parking structure to be in *fair* condition. The concrete floors, ceilings, walls, and columns had some level of deterioration that needs to be addressed. Our assessment did identify specific locations where localized deterioration is visible in the structure. The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and structural systems on the Village Level of the parking structure.

To improve the parking structure's current condition, we have developed a 5-year repair program for the facility. The 5-year program has an associated Asset Management Plan (AMP). The AMP contains repairs to address the currently deteriorated elements and preventive maintenance to address needs anticipated over the next 5-year period. We recommend that the City of Redondo Beach approximate the budget to implement the program over the next 5 years.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Immediate concerns are defined as items that may reduce pedestrian safety and structural integrity if not completed.

- Remove all loose and delaminated concrete from the slab soffit and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. This work should be performed by either City personnel or private contractors working under the direction of the City of Redondo Beach.
- Remove and replace corroded barrier system posts on the Pier Level. Particularly on the north and west end of the parking structure.

As always, it is appropriate that Operation staff conduct weekly inspections to check that facility for potential hazard such as open spalls or cavities in the concrete floor, loose concrete, etc. and have them remedied immediately to reduce potential risk of incident.

RECOMMENDED BASE REPAIRS: YEARS 1-5

Based on our findings, we recommend implementation of a structured restoration plan, including repairs to structural elements, repairs of deterioration of the slab, repairs to the parking structure waterproofing systems. The recommended restoration program concentrates on repairs to the deteriorated sections of the structure and future protection of its structural components. We recommend implementing the following repairs and maintenance in the next 5 years:

STRUCTURAL ITEMS

- Perform the recommended seismic strengthening recommendations identified in the Seismic evaluation report (Appendix E).
- Repair of all deteriorated concrete slab soffit on the Village and Pier Levels.
- Repair isolated concrete overlay spalls/deterioration on the Pier Level.
- Perform column, beam, and wall repairs in isolated locations on the Pier and Basement Levels.
- Repair of concrete curb at perimeter of parking in isolated locations on the Pier Level.
- Repair cracks in concrete walls, beams, and columns in isolated locations on the Pier and Basement Levels.
- Concrete repairs of the west and east ends of the cantilevered concrete joists.
- Installation of passive galvanic systems in all concrete repairs.

WATERPROOFING WORK ITEM

- Remove existing epoxy-based traffic coating and replace with new urethane traffic membrane on all exposed concrete surfaces on the Pier Level.
- Recoat the existing traffic topping on the Village Level.
- Rout and seal floor cracks on the Pier Level.

MECHANICAL, ELECTRICAL, AND DRAINAGE WORK ITEMS

- Isolated areas of ponding were observed and should be resolved by either cleaning out the existing drain (if present) or installing a supplementary drain.

MISCELLANEOUS ITEMS

- Clean and paint misc. steel members.
- Repaint traffic markings.
- Paint slab soffit, walls, and columns

Figure 9– Proposed new traffic membrane, North Parking Pier Structure – Pier level

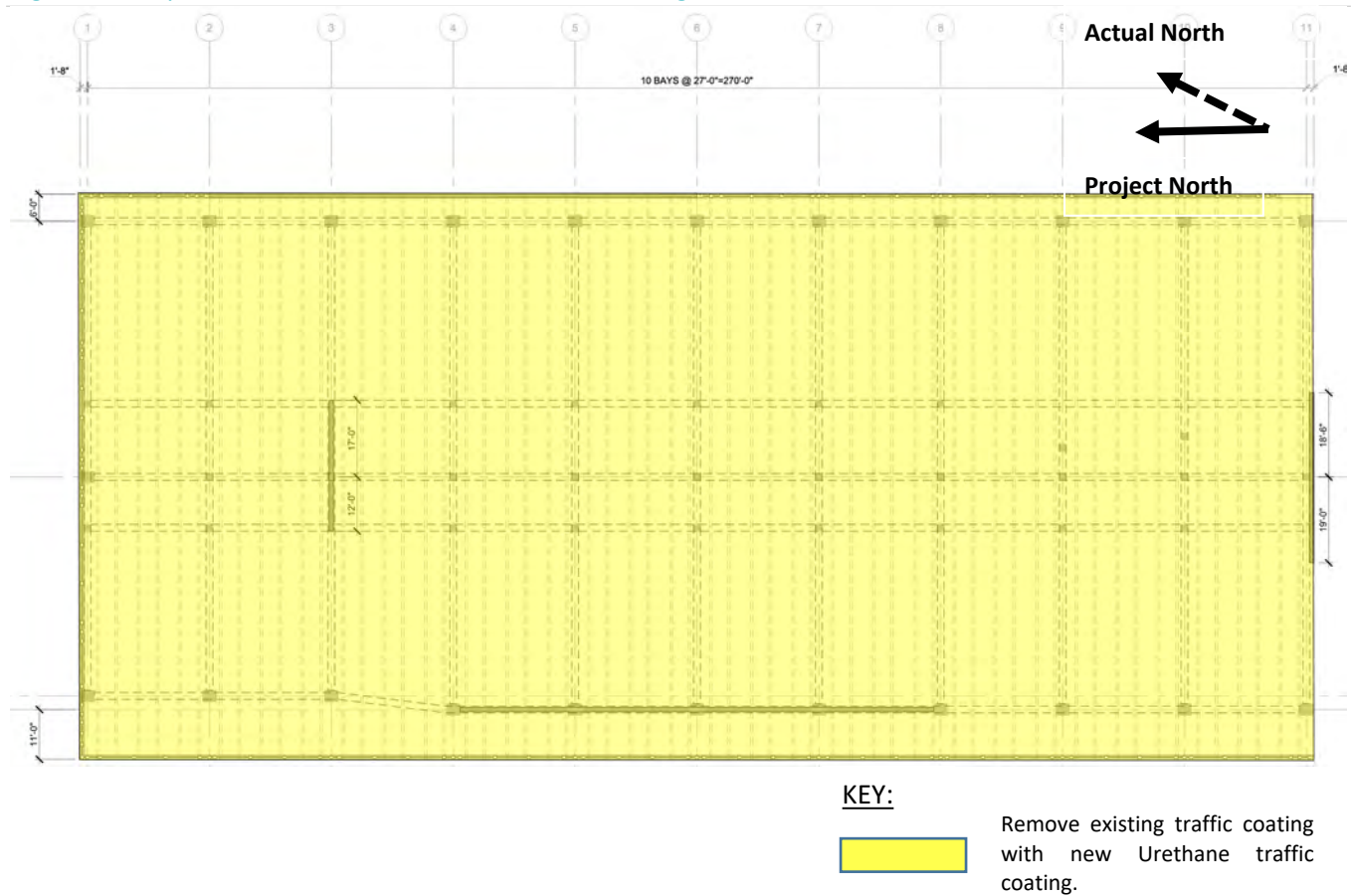


Figure 10– Recoat traffic membrane, North Parking Pier Structure – Village Level

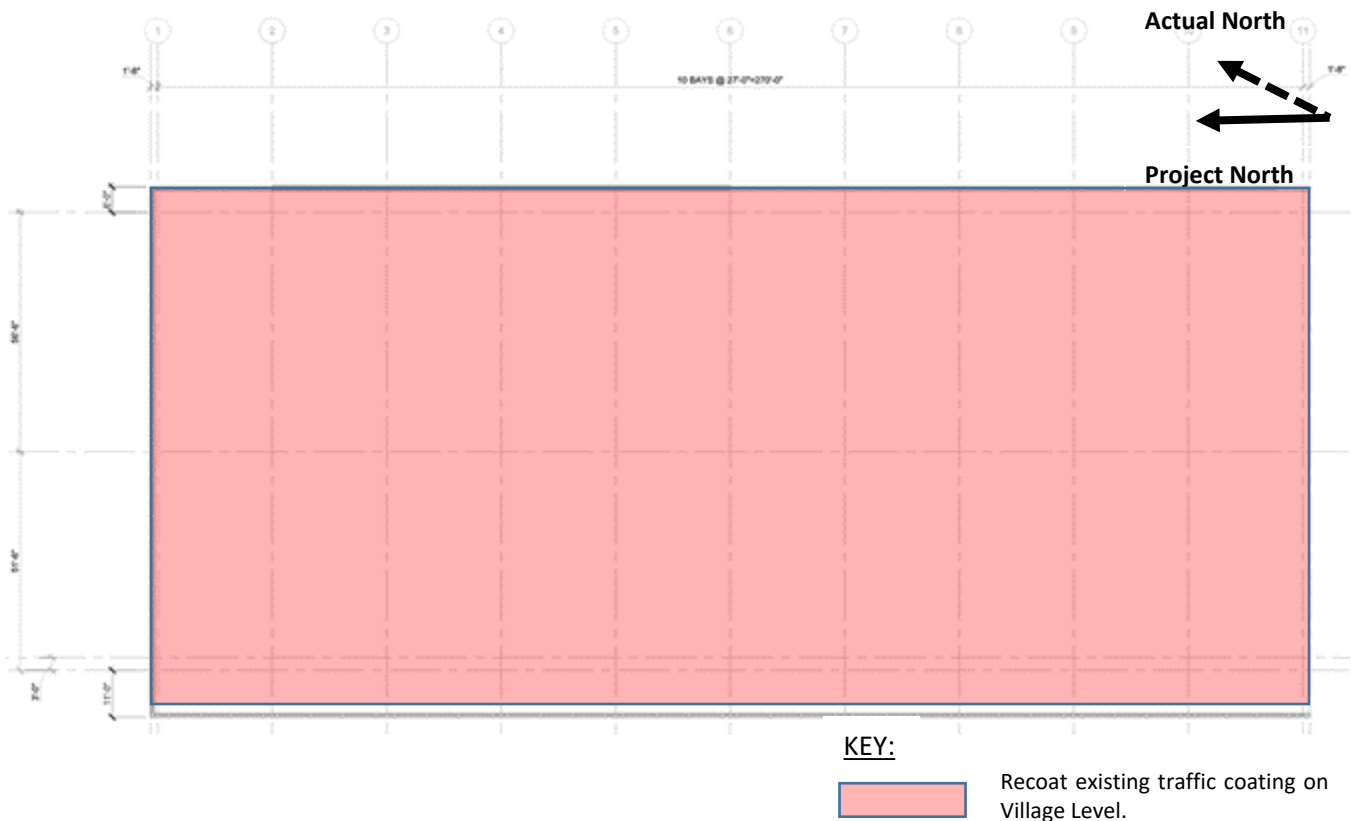
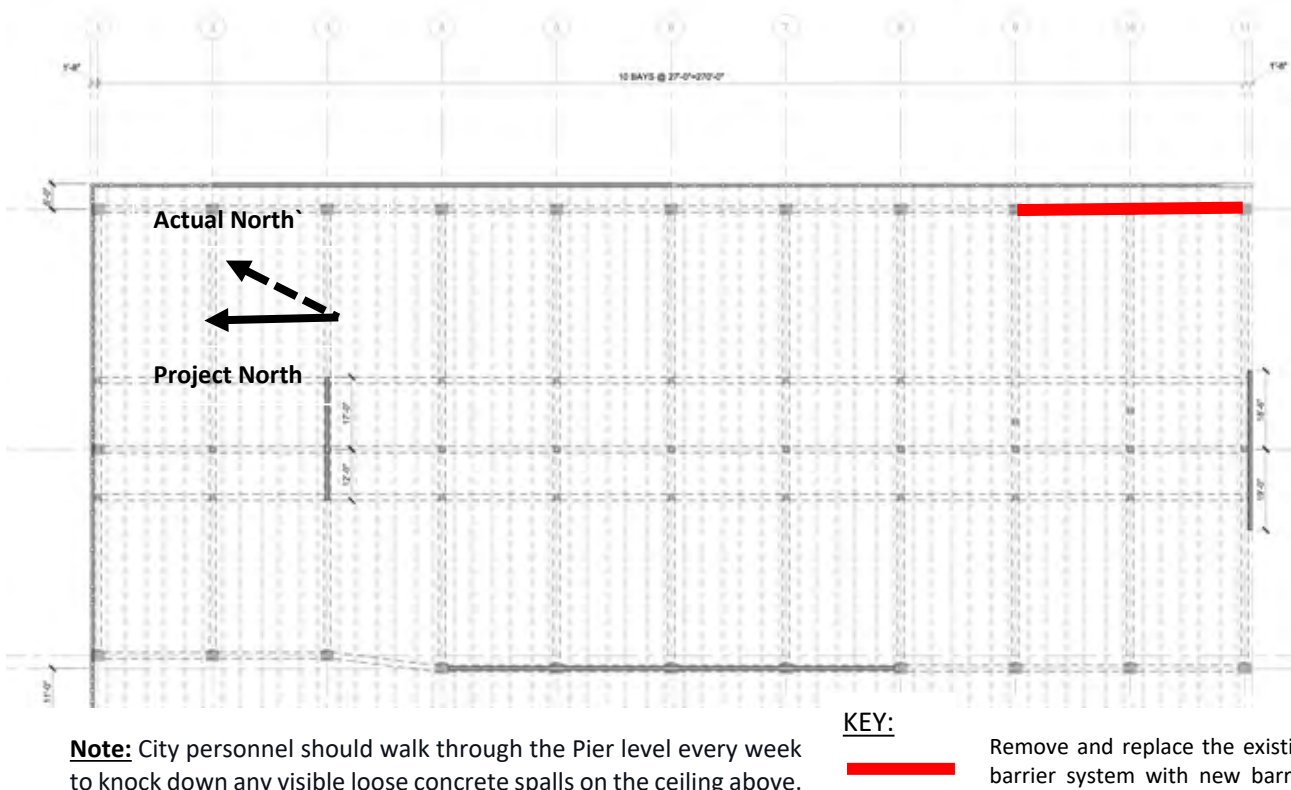


Figure 11– Immediate Repair location, North Parking Pier Structure – Pier Level



FUTURE PREVENTATIVE MAINTENANCE

Maintenance performed on a regular basis will take full advantage of the structural repairs and waterproofing work. Without maintenance, the facility will not see the expected service life from the structure or the repairs and waterproofing. Typical maintenance includes routine sealing of joints, recoating of wall and floor membranes along with periodic concrete repairs.

Funds for maintenance of the garage should be accrued yearly considering the life expectancies of certain elements such as sealants, coatings, floor membranes, concrete repairs, etc. The life expectancies expressed vary depending on workmanship, quality of materials, use and exposure to elements. After all the work is completed, the supported level should be washed down at least twice a year.

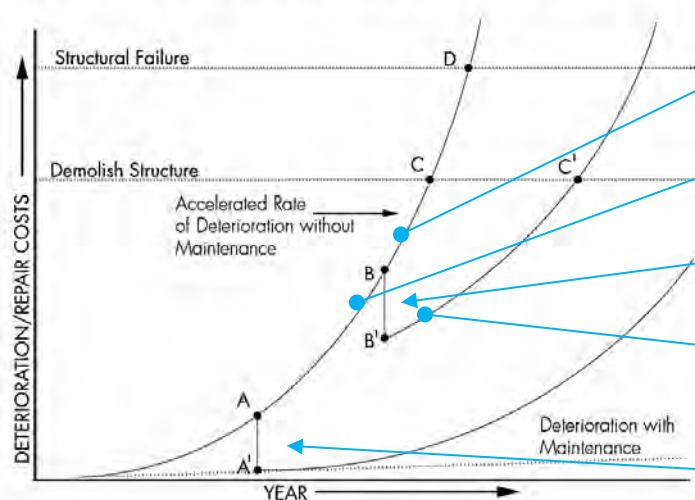
BENEFITS OF TIMELY REMEDIATION

There are many benefits to providing the repair and preventive maintenance program at the earliest feasible time, in addition to the imminent needs of providing the "Immediate Repairs" listed previously.

Long-term delay of repairs significantly increases cost. The cost to repair and maintain this facility will continue to increase at progressively faster rates when deterioration continues as modeled in the following graph. The main benefits from implementing the recommended repairs and waterproofing are:

- Mitigate the infiltration of water and chlorides.
- Maintain the structural capacity and maintain the service life of the structure.
- Cost savings due to avoidance of structural repairs that are more expensive and facility shutdown.
- Higher levels of service to the users of the facility due to fewer days of downtime because of more extensive structural repairs.
- Provides for a greater degree of safety by inhibiting deterioration mechanisms before they have a chance to cause serious harm.
- Long term delay of repairs significantly increases future costs.
- Less noise and disruption both within the garages and the buildings above.

PARKING STRUCTURE DETERIORATION CURVE



NOTE:

1. Points A - D represent stages of accelerated deterioration in parking structures.
2. Structures repaired at point A cost less overall and last longer than structures repaired at point B. (Compare curve A' to B')

"Poor" Garages are between points B and C

"Fair" and "Good" Garages are between points A and B

Short-term repairs (3-5 years) only move curve slightly (B to B1)

Repaired "Fair" and "Good" Garages are between points B1 and C1

Long-term repairs (12 to 20 years) move curve considerably (A to A1)

OPINION OF PROBABLE COSTS

The table below provides our opinion of probable construction costs for the recommended repairs for a Five-Year restoration maintenance program. The costs were developed using pricing from our database obtained from similar type projects competitively bid in the Los Angeles area.

With the development of repair programs such as in this report, contingency funds must be anticipated and included in any budget for repairs to account for concealed, unknown, or unanticipated conditions. For this type of restoration work, we recommend that a 10% contingency be set aside for potential changes due to unknown conditions. This contingency cost is included in the project costs. The cost estimates are based on 1st Quarter 2022 dollars.

According to the American Concrete Institute Committee 362, *“Repairing an existing deteriorated structure involves many unknowns, uncertainties and risks. Especially with regard to repair of chloride caused corrosion damage, the process is considered an extension of the useful life of the deteriorated structure. It is not equivalent to building a new structure with current technology.”*

The cost to perform seismic rehabilitation is not included in Table 1 and should be budgeted separately as a lump sum of **\$1,820,000.00**. Please refer to Table 4 and Appendix D for more information on this cost breakdown.

Table 2, and 3 at the end of this report includes a more detailed cost estimate.

Table 1 - Five-year Repair program—Opinion of Probable Costs

YEAR	BUDGET	NOTES:
2022	\$558,000	
2023	\$773,000	
2024	-	
2025	-	
2026	\$192,000	
Total	\$1,536,500	

1. Cost opinions are based on historical data and experience with similar types of work and are based on 2022 prices.
2. Actual costs may vary due to time of year, local economy, or other factors.
3. Cost opinions do not include costs for phasing, inflation, financing or other owner requirements, or bidding conditions.
4. Costs have been increased 3% for inflation each year.
5. Cost opinions do not include upgrades if it becomes necessary to bring the structure up to current building code requirements, seismic upgrades, or for ADA or similar items.
6. The structure has not been reviewed for the presence of, or subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

NOTE: The budget costs presented are based on historic data. The effects of the COVID-19 pandemic have resulted in changing costs and schedules, therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. Until the project is designed and bid by a contractor the actual costs may not be realized.

Recommended Ten – Year Repair Program (North Pier Parking Structure)

Per City’s request, as an alternative for City to consider, Walker has also developed a Ten-Year repair program for the North Pier parking structure. The opinion costs for the recommended 10- year repair program for the North Pier parking structure is currently **\$ 2,259,000** in 2022 dollar. The recommended North Pier parking structure maintenance and repair budget for the next ten years is shown below in Table 1.1, followed by a detailed breakdown in Table 5.

Table 1.1 - Ten-year Repair program–Opinion of Probable Costs

YEAR	BUDGET
2022	\$558,000
2023	\$464,500
2024	\$400,500
2025	-
2026	\$192,000
2027	-
2028	\$137,500
2029	-
2030	\$323,500
2031	\$183,000
Total	\$2,259,000

IMPLEMENTATION

The outlined repair program can be competitively bid and executed by experienced restoration contractors. The first step in this process is to obtain a quality set of bidding documents prepared by experienced restoration engineers. These documents should be procured to ensure repairs are designed appropriately and quantities are sufficiently estimated to competitively bid the project by restoration contractors.

DISCUSSION

IMMEDIATE REPAIRS - RISK MANAGEMENT

We observed spalled and loose concrete on multiple locations on both – Village and the Pier Level slab soffit of the North Pier parking structure. The loose concrete can get detached and introduce a life safety hazard to pedestrians. Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Walker recommends all supported slabs, beams, columns, and walls to be reviewed on a regular basis by visual means and sounded by hammer tapping along spalls. Any overhead spalled areas found are a potential safety hazard. The City should continue to review areas of potentially loose and cracked concrete and remove them before they become an overhead hazard.

The barrier system on the Village Level has undergone a major renovation as part of the 2019 Repair program. The barrier system on the Village level was in good condition after the renovation. However, the Pier Level perimeter barrier system was not a part of the 2019 Repair program. The existing barrier system has been exposed to ravages of weather and time passage. Peeling of paint and corrosion of steel posts has been observed in many

locations on the barrier system. Replacement of existing corroded steel posts located in the southwest end of the parking structure is recommended.

STRUCTURAL WORK ITEMS

Our primary focus of the condition assessment was to identify and update the 2012 and 2015 Walker findings and accordingly develop updated repair protocols that will keep the structures operational for 10 additional years. Over the last few years, the City of Redondo Beach has invested significantly in the repair and maintenance of the three parking structures – North Pier Parking Structure, South Pier Parking Structure, and Plaza Parking structure. This work has been performed per the Walkers 2012 and 2015 AMPs in order to extend the life of the structures. Refer to Walker's 2012 and 2015 condition appraisal reports for more information on causes attributed to the observed deficiencies.

This updated AMP plan is designed to help the City of Redondo Beach plan for repairs, future maintenance, and improvements for the parking structures. The City of Redondo Beach has implemented a limited portion of work for North Pier Parking structure outlined in Walker's original 2012 and 2015 AMPs, respectively. A reduced scope of work was completed in 2017 and 2019 repair programs to maintain the structure for 10 -15 years while discussions of possible new development that incorporated replacement parking were contemplated. This 5-year AMP forecast builds off the limited work and maintenance repairs completed during the past 10-years and provides the capital improvements required to maintain the structure for the next 10-year program.

The parking structure has remained in operation for almost seven decades and has been subjected to harsh environmental conditions over its service life. Physical structural conditions have led us to believe that the structure is overall in fair condition. The field assessment indicates the structure is undergoing structural deterioration in non-repaired areas, primarily to the underside of the village level concrete slab. Our review of this structure suggests deferred preventative maintenance, and the delay of a comprehensive restoration program has led to the current deterioration conditions. The Installation of traffic coating on the Village level during the 2019 Repair program was a significant step to mitigate the potential for reinforcing steel corrosion. The best way to counteract the remaining corrosion process involves applying an electrochemical treatment. This can be achieved by repairing the sections showing spalling or exposed rebars.

Precast concrete double tees stem, beams, and columns had numerous locations that had deteriorated resulting in cracked and spalled concrete. Moisture laden with chlorides that penetrate the concrete creates a situation where the embedded steel reinforcement begins to corrode. The corrosion of the steel reinforcement creates rust formation on the steel which induces stresses into the surrounding concrete. If the stresses to the concrete exceed the tensile strength capacity of the concrete, a crack will occur which will propagate into a delamination, and ultimately a concrete spall. Deterioration of structural elements of the parking structure shortens the effective service life of the structure and the deterioration of the parking structure will accelerate overtime if left unattended.

The Shear wall is cracked and deteriorated in select locations primarily along the south and east wall of the structure. The walls should also be monitored annually for additional cracking.

Overall, concrete curbs on the pier level are in fair condition with limited cracking and other deterioration related issues.

WATERPROOFING SYSTEMS

The traffic coating on the Pier Level has excessive wearing where the coating has worn into the base coat with some areas worn completely through the coating to the concrete substrate. Given the significant wear down and localized areas of debondment of the coating, we recommend that the coating be removed and replaced with a new traffic coating system. Removing the existing system, instead of recoating over the existing system, prevents

possible issues with bonding a new system to an existing that may have marginal bond in areas. Removal also allows replacement of the existing joint and crack sealants. These sealants are protected by the traffic topping but in areas where the traffic topping has failed the underlying sealant was observed to be cracked and brittle, which may have contributed to the coating failure along the joint and cracks.

The Village Level received a traffic bearing waterproof membrane as part of the 2019 Repair program. The waterproof membrane is in good condition for its age. Typically, these waterproofing systems have a service life of 7-10 years with proper maintenance. The life of the membrane can be extended by applying a re-coat of the top layer of the system. The re-coat procedure requires cleaning of the surface, preparation of worn or damaged areas with base and intermediate coatings and then an application of a full topcoat with aggregate. Therefore, installation of new traffic marking paint is required after installation of the new traffic topping coating. Our cost opinion includes recoating on the Village Level in Year 5; however, we recommend that the condition of the traffic coating be reviewed to determine if recoating is required at that time.

CONCRETE TESTING AND ANALYSIS

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted the following additional testing on the North Pier Parking Structure.

1. Coring of concrete walls to obtain compressive testing
2. Exploratory opening of concrete walls to check size and placement of steel reinforcement

Slater Waterproofing Inc. was engaged to obtain concrete cores and to perform destructive opening on January 12 and 13, 2022 under the direction of Walker staff. Concrete cores were sent to Universal Construction Testing (UCT) for laboratory testing to obtain compressive strength. Details of concrete testing and the lab report prepared by UCT are attached in Appendix B and C, respectively. Ground Penetrating Radar (GPR) was also used on concrete surfaces at test locations prior to destructive opening to locate the embedded rebar and to prevent cutting rebar during the coring process.

SEISMIC EVALUATION

Walker Consultants performed the Tier 1 and 2 seismic evaluations of the North Pier Parking Structure. Walker had completed a Tier 1 and Tier 2 building screening procedure in 2012 based on the American Society of Civil Engineers (ASCE) standard ASCE 31-03 "Seismic Evaluation of Existing Buildings" published in 2004 which was the nationally recognized standard at the time our investigation. The updated Tier 1 and Tier 2 analyses was performed per the ASCE 41-17, which is the current state-of-the-art and generally accepted standard for seismic evaluation of building structures. The seismic checklist and procedures in ASCE 41-17 have been updated compared to ASCE 31-03. Furthermore, the seismic hazard levels in ASCE 41-17 have changed based on earthquakes that have occurred around the globe since 2004 (when ASCE 31-03 was published). Our evaluations found that the seismic performance of the structure has been fair. The 1992 retrofit efforts improved the lateral load carrying capacity and load transfer paths. There are some deficiencies in the retrofit that allow for discontinuous load transfer. The details of our seismic evaluation and our recommended repairs for improving the seismic performance are included in the appendix D.

OBSERVATIONS

On November 10, 2021, Walker Consultants performed a condition assessment of the North Pier Parking Structures. The assessment consisted of a visual review of representative exposed structural elements (columns, beams, walls,) and waterproofing elements (sealants and expansion joints). Our assessment also included chain dragging and hammer sounding of representative areas to identify concrete delaminations and possible corrosion of the embedded steel reinforcement. In addition, a limited visual review of the structures' façade was performed from the Ground level.

The following conditions were noted. The referenced photographs are included in Appendix A.

Village Level

- Typical Village Level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.1 and 1.4).

Pier Level

- Isolated concrete overlay deterioration with exposed reinforcement was observed on the Pier level (Photos 1.5 to 1.6).
- Typical Pier Level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.7 and 1.8).
- Typical beam deterioration with exposed and corroded reinforcement was observed on the Pier Level (Photos 1.9 to 1.11).
- Isolated concrete curb delamination was observed at perimeter and interior of the parking structure (Photos 1.12 to 1.13).
- Typical sections of the perimeter barrier system posts particularly in the west end of the Pier Level are significantly corroded or damaged (Photos 1.14).
- The epoxy-based traffic coating was in poor condition with excessive wearing where the coating has worn into the base coat with some areas worn completely through the coating to the concrete substrate (Photos 1.15).
- Typical corroded steel beam ledge on the Pier Level of the parking structure (Photos 1.16).

Basement Level

- Typical concrete wall delamination and spalling with exposed rebar on the Basement Level (Photos 1.17 and 1.18).
- Typical beam deterioration with exposed and corroded reinforcement was observed on the Basement Level (Photos 1.19 and 1.20).
- Typical wall cracks were also observed on the Basement Level (Photo 1.21).

Exteriors

- Typical signs of rebar corrosion were observed east elevation of the parking structure (Photo 1.22).
- Typical spandrel beam deterioration with exposed and corroded reinforcement was observed on north and east elevations of the parking structure (Photo 1.23 to 1.25).

LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by the City of Redondo Beach (Client). This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations and field survey work. The opinion of probable repair costs is based on available information at the time of our condition appraisal and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the condition appraisal was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represent current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our condition appraisal was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation, or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements. Similarly, we have not reviewed or evaluated the presence of or the subsequent mitigation of hazardous materials, including, but not limited to, asbestos, and PCB. In addition, seismic evaluation of the subject parking structure for compliance with the current building code was not part of the scope of this project.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. The use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. The client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods, and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense, including reasonable attorney's fees incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

WC PROJECT No. 37-009397.00`

June 06,2022

TABLE 2- Executive Summary – 5 Year Budget Forecast

Table CS-1 Combined Structures Executive Summary



WORK DESCRIPTION	TOTAL COST	2022	2023	2024	2025	2026
Work Categories						
General Conditions	\$ 166,000	\$ 61,000	\$ 84,000	\$ -	\$ -	\$ 21,000
Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
Structural / Concrte Repairs	\$ 398,000	\$ 398,000	\$ -	\$ -	\$ -	\$ -
Waterproofing	\$ 468,000	\$ -	\$ 336,000	\$ -	\$ -	\$ 132,000
Stair Tower Repair	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -
Mechanical / Electrical / Plumbing	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -
Architectural / Miscellaneous	\$ 136,000	\$ -	\$ 129,000	\$ -	\$ -	\$ 7,000
Life Safety	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -
Contingency 10%	\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Consulting & Engineering Fees	\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Opinion of Annual Budget (Dollars)	\$ 1,536,500	\$ 558,000	\$ 773,000	\$ -	\$ -	\$ 192,000
Opinion of Annual Budget (Adjusted Future Value)	\$ 1,571,000	\$ 558,000	\$ 796,200	\$ -	\$ -	\$ 216,100

WC PROJECT No. 37-009397.00

June 06,2022

TABLE 3— North Pier Parking Structure— 5 Year Budget Forecast

NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 166,000	\$ 61,000	\$ 84,000	\$ -	\$ -	\$ 21,000
1.1	General Conditions / Mobilization	\$ 166,000	\$ 61,000	\$ 84,000			\$ 21,000
2.00	Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -
2.1	Remove and Replace barrier system (South - West Corner)	\$ 6,000	\$ 6,000				
3.00	Structural / Concrete Repairs	\$ 398,000	\$ 398,000	\$ -	\$ -	\$ -	\$ -
3.1	Overhead Ceiling Repair	\$ 225,000	\$ 225,000				
3.2	Concrete Floor Repair - Supported levels	\$ 25,000	\$ 25,000				
3.2a	Overhead Ceiling Repair - PCP	\$ 52,500	\$ 52,500				
3.3	Concrete Wall, Beam, Column Repair (Primarily Beams)	\$ 75,000	\$ 75,000				
3.3a	Concrete Wall, Beam, Column Repair - PCP	\$ 10,500	\$ 10,500				
3.4	Epoxy Injection at concrete beams (Western side)	\$ 10,000	\$ 10,000				
4.00	Waterproofing	\$ 468,000	\$ -	\$ 336,000	\$ -	\$ -	\$ 132,000
4.1	Rout/Seal Cracks	\$ 40,000		\$ 40,000			
4.2	Construction Joint Sealants	\$ 32,000		\$ 32,000			
4.3	Remove and Replace Traffic Coating - Pier Level	\$ 264,000		\$ 264,000			
4.4	Traffic Coating - Recoat - Village Level	\$ 132,000					\$ 132,000
5.00	Stair Tower Repair	\$ 20,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -
5.1	Paint Stairs	\$ 20,000		\$ 20,000			
6.00	Mechanical / Electrical / Plumbing	\$ 75,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -
6.1	Clean Floor Drains and Piping	\$ 5,000		\$ 5,000			
6.2	Electrical Allowance	\$ 35,000		\$ 35,000			
6.3	Mechanical Allowance	\$ 35,000		\$ 35,000			
7.00	Architectural / Miscellaneous	\$ 136,000	\$ -	\$ 129,000	\$ -	\$ -	\$ 7,000
7.1	Paint Misc. Metals and Equipment	\$ 38,000		\$ 38,000			
7.2	Paint Select Soffit/Walls/Columns Locations	\$ 54,000		\$ 54,000			
7.3	Re-Paint Traffic Markings	\$ 14,000		\$ 7,000			\$ 7,000
7.5	Concrete Curb	\$ 30,000		\$ 30,000			
8.00	Risk Management	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -
8.1	Guardrail Post (Barrier Cable) (North and East side on Pier Level)	\$ 13,500		\$ 13,500			
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026
Sub Total		\$ 1,282,500	\$ 465,000	\$ 644,000	\$ -	\$ -	\$ 160,000
Contingency 10%		\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Consulting & Engineering Fees		\$ 127,000	\$ 46,500	\$ 64,500	\$ -	\$ -	\$ 16,000
Opinion of Annual Budget (Dollars)		\$ 1,536,500	\$ 558,000	\$ 773,000	\$ -	\$ -	\$ 192,000
Opinion of Annual Budget (Adjusted Future V		\$ 1,571,000	\$ 558,000	\$ 796,200	\$ -	\$ -	\$ 216,100

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TABLE 4—Opinion of Probable Seismic Restoration Repair costs

	Work Item Description	Estimated Cost
1.00	General Conditions	
1.10	Mobilization & General Conditions	\$25,000
2.00	Seismic Structural Repairs	
2.01	Install (24) new drilled piers	\$100,000
2.02	Install (5) new concrete shear walls at Pier and Basement Level	\$500,000
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level	\$30,000
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1	\$25,000
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z	\$30,000
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level	\$25,000
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level	\$25,000
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level	\$25,000
2.09	Thickening of CIP shear walls at line 3 at Basement Level	\$35,000
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level	\$170,000
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level	\$35,000
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level	\$25,000
Repair Subtotal		\$1,450,000
Recommended Contingency (10%)		\$145,000
Engineering Services		\$160,000
Geotechnical Recommendations on Soil condition at the project site		\$50,000
Building Survey Elevations		\$15,000
Project Total		\$1,820,000

WC PROJECT No. 37-009397.00

June 6, 2022

TABLE 5– North Pier Parking Structure– 10 Year Budget Forecast

NO.	WORK DESCRIPTION	10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
1.00	General Conditions	\$ 246,500	\$ 61,000	\$ 50,500	\$ 43,500	\$ -	\$ 21,000	\$ -	\$ 15,000	\$ -	\$ 35,500	\$ 20,000
1.1	General Conditions / Mobilization	\$ 246,500	61,000	50,500	43,500		21,000		15,000		35,500	20,000
2.00	Immediate Repairs	\$ 6,000	\$ 6,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
2.1	Remove and Replace barrier system (South - West Corner)	\$ 6,000	\$ 6,000									
3.00	Structural / Concrete Repairs	\$ 556,500	\$ 398,000	\$ -	\$ 59,000	\$ -	\$ -	\$ -	\$ 99,500	\$ -	\$ -	\$ -
3.1	Overhead Ceiling Repair	\$ 345,000	\$ 225,000		\$ 45,000				\$ 75,000			
3.2	Concrete Floor Repair - Supported levels	\$ 25,000	\$ 25,000									
3.2a	Overhead Ceiling Repair - PCP	\$ 80,500	\$ 52,500		\$ 10,500				\$ 17,500			
3.3	Concrete Wall, Beam, Column Repair (Primarily Beams)	\$ 75,000	\$ 75,000									
3.3a	Concrete Wall, Beam, Column Repair - PCP	\$ 21,000	\$ 10,500		\$ 3,500				\$ 7,000			
3.4	Epoxy injection at concrete beams (Western side)	\$ 10,000	\$ 10,000									
4.00	Waterproofing	\$ 732,000	\$ -	\$ 204,000	\$ 132,000	\$ -	\$ 132,000	\$ -	\$ -	\$ -	\$ 132,000	\$ 132,000
4.1	Rout/Seal Cracks	\$ 40,000		\$ 40,000								
4.2	Construction Joint Sealants	\$ 32,000		\$ 32,000								
4.3	Remove and Replace Traffic Coating - Pier Level	\$ 396,000		\$ 132,000	\$ 132,000						\$ 132,000	
4.4	Traffic Coating - Recoat - Village Level	\$ 264,000					\$ 132,000					\$ 132,000
5.00	Stair Tower Repair	\$ 40,000	\$ -	\$ 20,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -
5.1	Paint Stairs	\$ 40,000		\$ 20,000							\$ 20,000	
6.00	Mechanical / Electrical / Plumbing	\$ 150,000	\$ -	\$ 75,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000	\$ -
6.1	Clean Floor Drains and Piping	\$ 10,000		\$ 5,000							\$ 5,000	
6.2	Electrical Allowance	\$ 70,000		\$ 35,000							\$ 35,000	
6.3	Mechanical Allowance	\$ 70,000		\$ 35,000							\$ 35,000	
7.00	Architectural / Miscellaneous	\$ 150,000	\$ -	\$ 37,000	\$ 99,000	\$ -	\$ 7,000	\$ -	\$ -	\$ -	\$ 7,000	\$ -
7.1	Paint Misc. Metals and Equipment	\$ 38,000			\$ 38,000							
7.2	Paint Select Soffit/Walls/Columns Locations	\$ 54,000			\$ 54,000							
7.3	Re-Paint Traffic Markings	\$ 28,000		\$ 7,000	\$ 7,000		\$ 7,000				\$ 7,000	
7.5	Concrete Curb	\$ 30,000		\$ 30,000								
8.00	Risk Management	\$ 13,500	\$ -	\$ 13,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
8.1	Guardrail Post (Barrier Cable) (North and East side on Pier Level)	\$ 13,500		\$ 13,500								
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Sub Total		\$ 1,894,500	\$ 465,000	\$ 386,500	\$ 333,500	\$ -	\$ 160,000	\$ -	\$ 114,500	\$ -	\$ 269,500	\$ 152,000
Contingency 10%		\$ 189,000	\$ 46,500	\$ 39,000	\$ 33,500	\$ -	\$ 16,000	\$ -	\$ 11,500	\$ -	\$ 27,000	\$ 15,500
Consulting & Engineering Fees		\$ 189,000	\$ 46,500	\$ 39,000	\$ 33,500	\$ -	\$ 16,000	\$ -	\$ 11,500	\$ -	\$ 27,000	\$ 15,500
Opinion of Annual Budget (Dollars)		\$ 2,272,500	\$ 558,000	\$ 464,500	\$ 400,500	\$ -	\$ 192,000	\$ -	\$ 137,500	\$ -	\$ 323,500	\$ 183,000
Opinion of Annual Budget (Adjusted Future V		\$ 2,491,000	\$ 558,000	\$ 478,500	\$ 424,900	\$ -	\$ 216,100	\$ -	\$ 164,200	\$ -	\$ 409,900	\$ 238,800



A PHOTOGRAPHS

1.NORTH PIER PARKING STRUCTURE

Photo 1.1- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-79)



Photo 1.2- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-87)



Photo 1.3- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-96)



Photo 1.4- Soffit slab deterioration and spall with exposed reinforcement, Village Level (SH3-98)



Photo 1.5- Concrete floor delamination, Pier Level (SH3-229)



Photo 1.6- Concrete delamination with exposed rebar, Pier Level (SH3-206)



Photo 1.7- Soffit slab deterioration and spall with exposed reinforcement, Pier Level (SH3-312)



Photo 1.8- Soffit slab deterioration and spall, Pier Level (SH3-267)



Photo 1.9- Concrete beam spalls with exposed reinforcement, Pier Level (SH3-31)



Photo 1.10- Concrete beam spall, Pier Level (SH3-201)



Photo 1.11- Concrete beam spall, Pier Level (SH3-197)



Photo 1.12- Concrete curb spall, Pier Level (SH3-35)



Photo 1.13- Concrete curb spall, Pier Level (SH3-189)



Photo 1.14- Corroded barrier post, Pier Level (SH3-192)



Photo 1.15- Compromised traffic coating, Pier Level (SH3-211)



Photo 1.16- Corroded beam ledge, Pier Level (SH3-136)



Photo 1.17- Exposed rebar on wall, Basement Level (SH3-308)



Photo 1.18- Exposed rebar on wall, Basement Level (SH3-308)



Photo 1.19- Concrete beam spall with exposed rebar, Basement level (SH3-303)



Photo 1.20- Concrete beam spall, Basement Level (SH3-271)



Photo 1.21- Concrete wall crack, Basement Level (SH3-256)

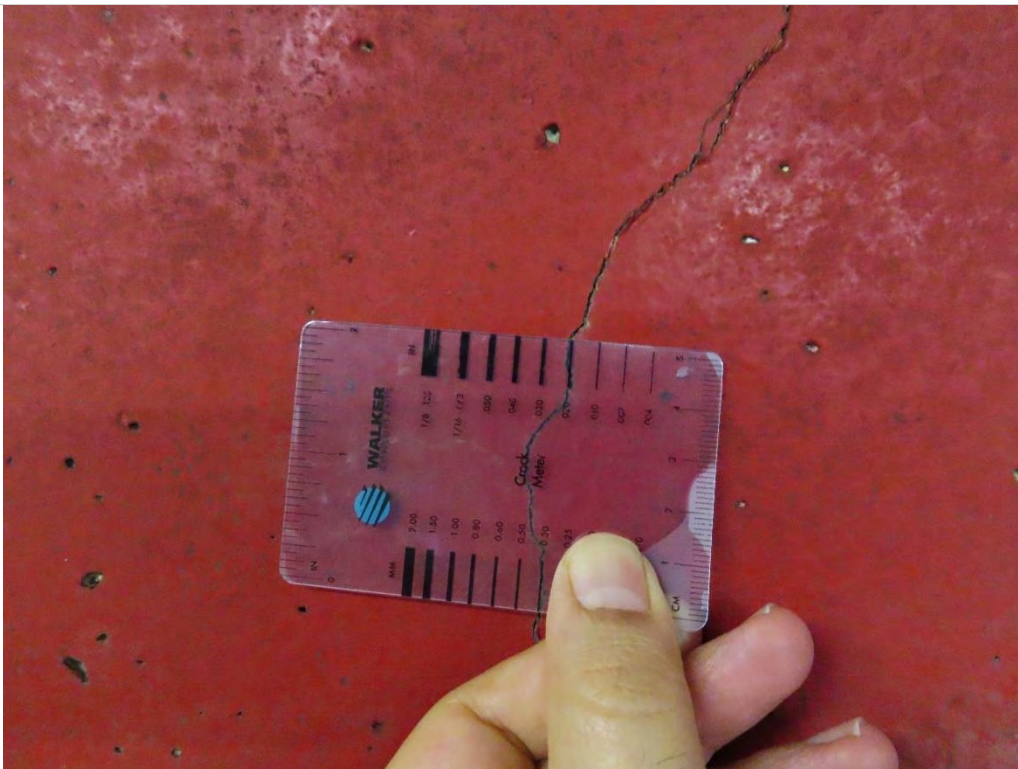


Photo 1.22 - Visual signs of rebar corrosion, Exterior - West elevation (SH2-343)



Photo 1.23- Concrete spandrel beam spall with exposed rebar, Exterior - North elevation (SH2-356)



Photo 1.24- Concrete spandrel beam spall with exposed rebar, Exterior – North-east elevation (SH2-362)



Photo 1.25- Concrete cantilever spandrel beam exposed rebar, Exterior – East elevation (SH2-372)





B MATERIAL TESTING

CONCRETE TESTING AND ANALYSIS

Walker Consultants conducted material testing on several concrete components of the North Pier Parking Structure in 2012 to check the as-built condition and to use their properties for seismic evaluation. However, testing was only performed at the Pier level. The Basement level in 2012 was occupied by the Redondo Beach Fun Factory, which provided a play area for children and families, and was not accessible for testing. The Fun Factory closed in 2017 and the Basement level is now vacant. This has provided an opportunity to conduct additional testing on the structure to obtain information on the original walls of the building at the Basement level. With the approval of the City of Redondo Beach, Walker conducted the following additional testing on the North Pier Parking Structure.

1. Coring of concrete walls to obtain compressive testing
2. Exploratory opening of concrete walls to check size and placement of steel reinforcement

Slater Waterproofing Inc. was engaged to obtain concrete cores and to perform destructive opening on January 12 and 13, 2022 under the direction of Walker staff. Concrete cores were sent to Universal Construction Testing (UCT) for laboratory testing to obtain compressive strength. The lab report prepared by UCT is attached in Appendix C. Ground Penetrating Radar (GPR) was also used on concrete surfaces at test locations prior to destructive opening to locate the embedded rebar and to prevent cutting rebar during the coring process.

COMPRESSIVE STRENGTH

As stated previously, the North Pier Parking Structure was built around 1962. Due to the age of the structure, the original plans were not available for our review. However, we have received a set of as-built plans for the 1992 seismic retrofit of the structure prepared by Theodore E. Anvick (Structural Consulting Engineer) which was dated October 1, 1992. While these plans have adequate information on the added retrofit concrete elements, they do not have any information on the original concrete walls of the structure. Therefore, Walker concrete coring was focused on the original walls of the building. Overall, 15 concrete cores were obtained of which 11 cores were taken from the original concrete walls in the Basement. We also obtained 4 cores from the added concrete walls in 1992 to compare with the compressive strength specified in the 1992 structural drawing. Concrete strength is known to increase with time. An increased concrete strength (expected value) will enhance the wall capacity in resisting earthquake loads and can reduce the extent of the retrofit scheme that might be required to add to the structure for complying with the current seismic standard.

Locations of concrete cores are shown in Figures 2.1 and 2.2. The compressive strength of the selected structural members is shown in Table 1. These compressive strengths were used in our Tier 2 seismic evaluation. Typical photos of coring are shown in photos 2.1 through 2.9.

Compressive strength testing was performed in general conformance with ASTM C 39.

Table 1 – Summary of Compressive Strength Test Results

Core #	Parking Level	Location	Wall Type	Compressive Strength psi
1	Basement	West Wall	Original Construction - 1962	6440
2	Basement	West Wall	Original Construction - 1962	5590
3	Basement	West Wall	Original Construction - 1962	8530
4	Basement	Kitchen Wall (E-W)	Original Construction - 1962	6730
5	Basement	Kitchen Wall (E-W)	Original Construction - 1962	6600
6	Basement	Kitchen Wall (E-W)	Original Construction - 1962	5400
7	Basement	Kitchen Wall (E-W)	Original Construction - 1962	5090
8	Basement	West Wall	Original Construction - 1962	5960
9	Basement	West Wall	Original Construction - 1962	8630
10	Basement	South Wall	Original Construction - 1962	7330
11	Basement	South Wall	Original Construction - 1962	5440
12	Basement	South Wall	Retrofit Wall - 1992	6210
13	Basement	South Wall	Retrofit Wall - 1992	8620
14	Pier	South Wall	Retrofit Wall - 1992	7010
15	Pier	South Wall	Retrofit Wall - 1992	7880

EXPLORATORY OPENING OF CONCRETE WALLS

We also performed destructive testing to expose the steel reinforcement in the concrete walls for measuring bar sizes and spacings. Overall, we exposed steel reinforcement at 8 locations on the walls of which 5 were on the original concrete walls in the Basement. We also exposed 3 locations on the second floor retrofit waffle walls to check the presence of confinement steel in the wall diagonal members. Locations of destructive openings are shown in Figures 2.1 and 2.2. Steel reinforcement sizes and spacings measured during testing are shown in Table 2 and Figures 2.3 and 2.4. During our investigation of the wall opening, we did not observe any significant sign of rusting and deterioration on the exposed bars. Wall steel reinforcement were generally in good condition. We

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June 6, 2022

also performed GPR on two of the 1992 retrofit walls at the south end of the parking structure. GPR readings showed that the rebar spacing in these walls generally conform with spacing specified in the 1992 retrofit drawings. Rebar sizes and spacings listed in Table 2 were used in our Tier 2 seismic evaluation. Photos 2.10 – 2.17 show typical reinforcement observed at some of the destructive wall openings.

Table 2 – Summary of Reinforcement Found at Destructive Opening Locations

DT#	Level	Location	Wall Type	Gridlines	Approximate Dimensions of opening	Wall Thickness Measured (in)	Steel Reinforcement Found at Destructive Opening	Notes
1	Basement	West Wal (N-S)	Original Construction - 1962	X1-3.0	Circular (3" Diam. x 3.5" Depth)	8	Ver: #6 @ 6" O.C. Hor: #5 @ 18" O.C	One Layer rebar was found at the middle of the wall thickness
2	Basement	West Wall (N-S)	Original Construction - 1962	X-10.2	2 Squares of 4" x 4"	8	Ver: #6 @ 6" O.C. Hor: #5 @ 18" O.C.	One Layer rebar was found at the middle of the wall thickness
3	Basement	South Wall (E-W)	Original Construction - 1962	11-X.8	2" x 29"	10	Ver: #6 @ 12" O.C. - 2" Cover Hor: #4 @ 18.5" O.C. - 2.75" Cover	Two Layer rebar was found (one at each face)
4	Basement	Kitchen Wall (E-W)	Original Construction - 1962	3-Y.3	2 Squares of 4" x 6" & 4" x 11"	24	Ver. Bar in the Field of Wall: #4 @ 18" O.C. - 3.125" Cover Ver. Bar at Jamb: #10 @ 6" - 3.5" Cover Hor: #4 @ 12" O.C. - 2.75" Cover - 2.5" Cover	Vertical Jamb Steel: 9 #10 bars (3 layers of 3 #10)
5	Basement	Kitchen Wall (E-W)	Original Construction - 1962	3-Y.9	1 Square of 5" x 5"	24	Ver: Inconclusive for vertical due to access and interference from pie when using GPR. Hor: #4 @ 12" O.C. - 2.75" Cover - 2.5" Cover	Use the same reinforcement found in the other kitchen wall
6	Pier	North Wall (E-W)	Retrofit Waffle Wall - 1992	3-Y.2	4" x 17"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members - Cover 3.5" No confinement bar was found	Bar was coated
7	Pier	North Wall (E-W)	Retrofit Waffle Wall - 1992	3-X.8	6" x 24"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members - Cover 2.5" No confinement bar was found	Bar was coated
8	Pier	West Wall (N-S)	Retrofit Waffle Wall - 1992	X-4.2	8" x 24"	12	Found 2 #6 longitudinal bar @ 8" O.C. along diagonal members- Cover 2.5" No confinement bar was found	Bar was coated

2. CONCRETE TESTING PHOTOS

Photo 2.1- Detecting wall steel reinforcement using GPR, West Wall, 1962 Construction - Basement (BA2-9)



Photo 2.2- Detecting waffle wall steel reinforcement using GPR, East Wall, 1992 Retrofit – Pier Level (BA2-12)

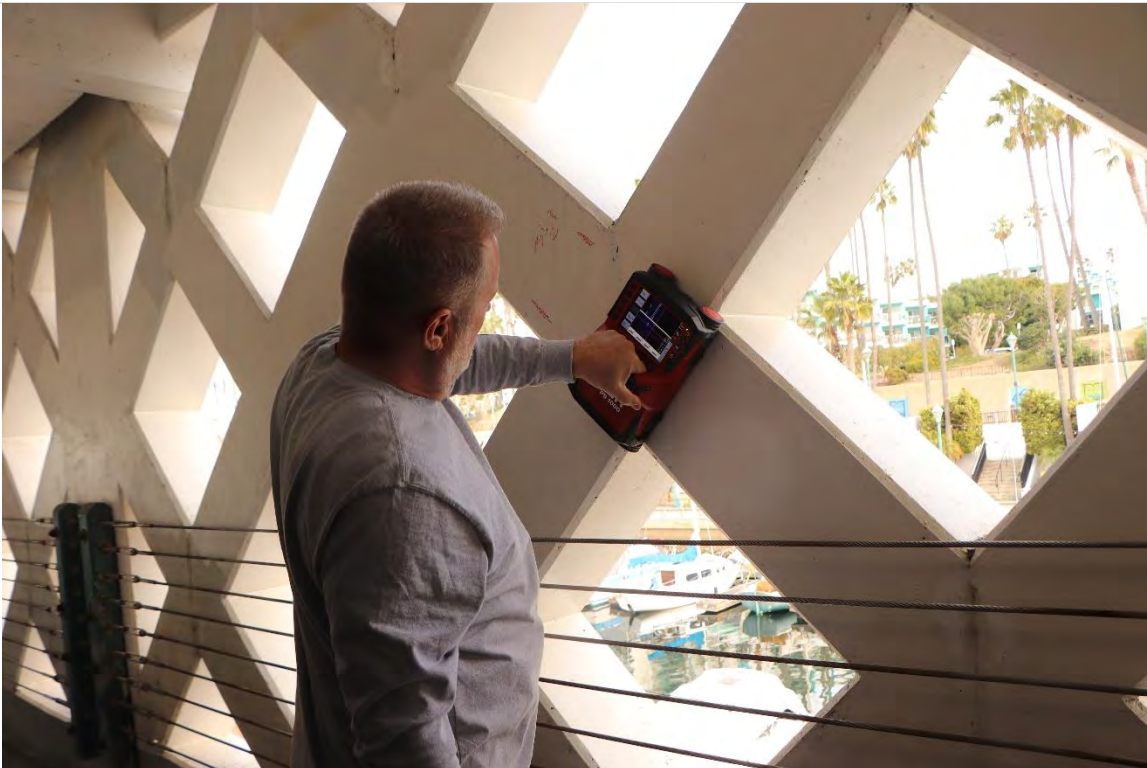


Photo 2.3- Wall steel reinforcement detected using GPR, only longitudinal bar was found, No confinement bar was present, East Wall, 1992 Retrofit – Pier Level (BA2-197)



Photo 2.4- Wall steel reinforcement detected by GPR, South Wall Gridline 11, 1962 Construction - Basement (BA2-128)

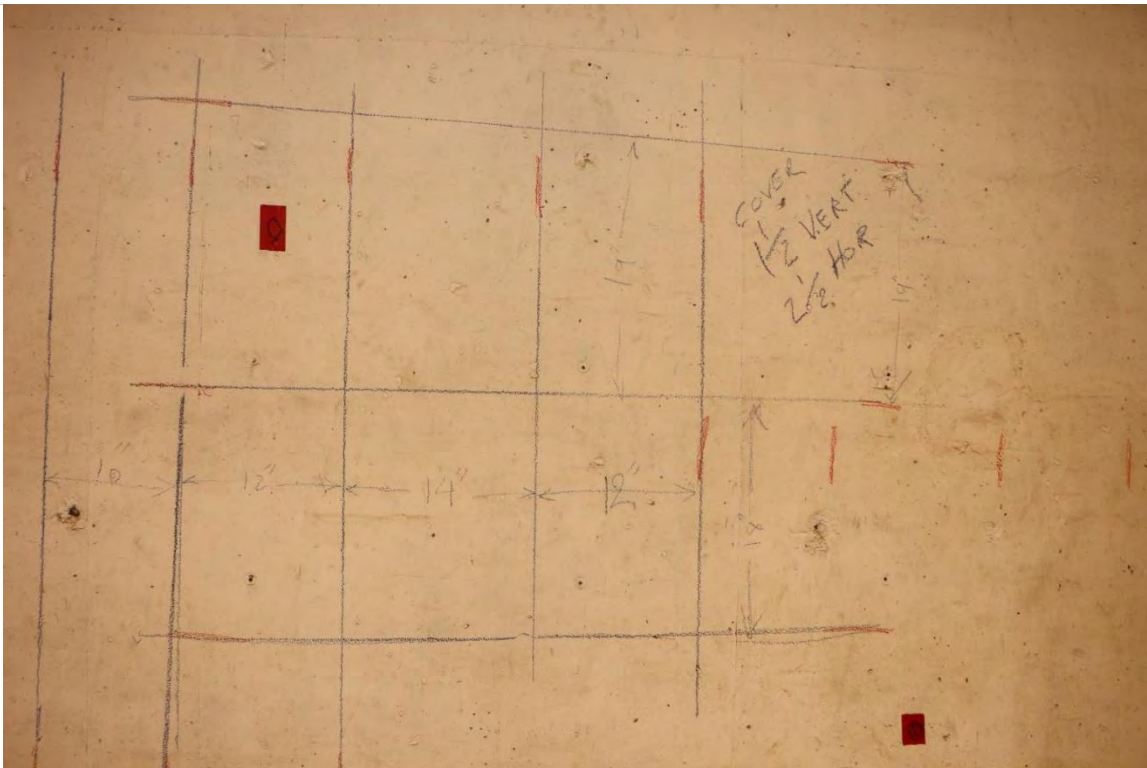


Photo 2.5- Concrete coring, West Wall, 1962 Construction - Basement (BA2-33)



Photo 2.6- Concrete coring, West Wall, 1962 Construction - Basement (BA2-78)



Photo 2.7- Concrete coring, Kitchen wall at gridline 3, 1962 Construction - Basement (BA2-102)



Photo 2.8- Concrete coring, Kitchen wall at gridline 3, 1962 Construction - Basement (BA2-96)



Photo 2.9- Typical concrete core, 3" diameter by 6" length, kitchen wall on gridline 3, 1962 Construction - Basement (BA2-224 and 226)



Photo 2.10—Destructive wall location (DT3), South wall, 1962 Construction - Basement (BA2-404)



Photo 2.11—Destructive wall location (DT4), Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-568)



Photo 2.12- Opening of diagonal members on waffle wall, Only # 6 longitudinal bar was found, No confinement bar was present, 1992 Retrofit Wall on Gridline 3— Pier Level (BA2-161)



Photo 2.13- Opening of diagonal members on waffle wall, Only # 6 longitudinal bar was found, No confinement bar was present, 1992 Retrofit Wall on Gridline 3— Pier Level (BA2-178)



Photo 2.14— Vertical rebar placement at destructive location (DT3), South wall, 1962 Construction - Basement (BA2-409)



Photo 2.15— Horizontal #4 bar found at the wall destructive opening location DT3, South wall, 1962 Construction - Basement (BA2-344)



Photo 2.16— Vertical #10 bar found at wall jamb, destructive opening location DT4, Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-580)

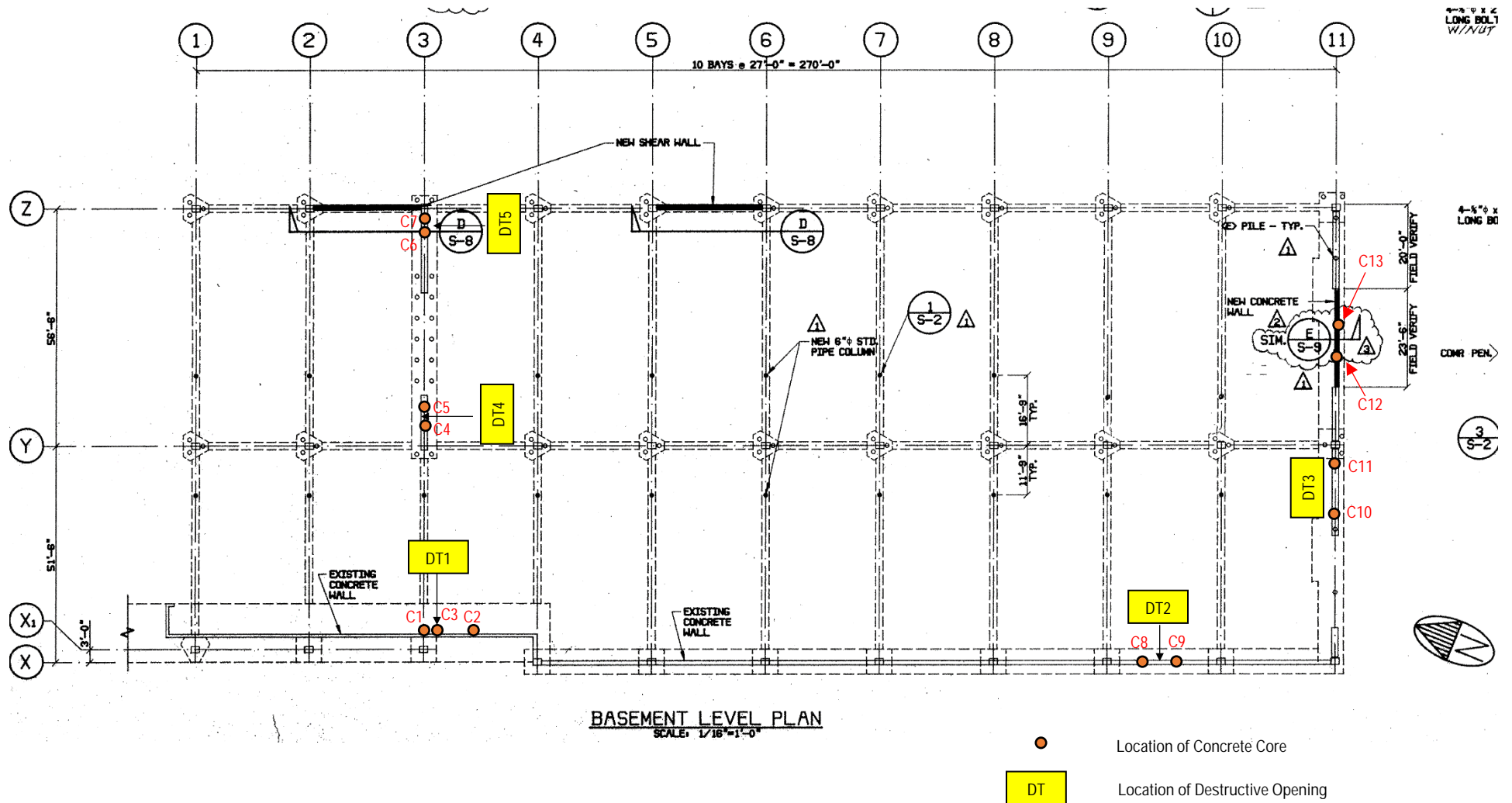


Photo 2.17— Vertical bar concrete cover measurement at wall jamb, destructive opening location DT4, Kitchen wall on gridline 3, 1962 Construction - Basement (BA2-594)



CONCRETE TESTING FIGURES

Figure 2.1 Locations of Concrete Coring and Exploratory Concrete Openings – Basement Level



PIER LEVEL PLAN

Grid Lines: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 (Horizontal); X, X₁, Y (Vertical)

Dimensions: 1'-8" (Total Width), 10 BAYS @ 27'-0" = 270'-0" (Total Length), 125'-0" (Total Height), 58'-6" (Height from X to Y), 51'-6" (Height from X₁ to Y), 11'-0" (Height from X to X₁), 3'-0" (Height from X to X₁), 16'-3" (Height from X₁ to Y), 11'-3" (Height from X₁ to Y), 18'-6" (Height from X₁ to Y), 19'-0" (Height from X₁ to Y).

Annotations:

- NEW EDGE BEAM ON EXISTING SLAB EDGE
- NEW WAFFLE SHEAR WALL ON EXISTING SLAB EDGE
- NEW 5" SLAB - SEE SECT'S D/S-8 & A/S-8 FOR DIM'S & DET'S.
- NEW CONCRETE COLUMN
- NEW SHEARWALL WAFFLE WALL
- NEW WAFFLE SHEAR WALL
- NEW EDGE BEAM AT EDGE OF EXISTING SLAB
- EDGE OF NEW SLAB - TYP.
- DT6, DT7, DT8 (Destructive Openings)
- C14, C15 (Concrete Cores)
- 3 S-2 TYP.
- 3 S-8
- 3 S-9
- 3 S-10
- 3 S-11
- 3 S-12
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Figure 2.3 Steel reinforcement found at wall destructive openings – Basement Level

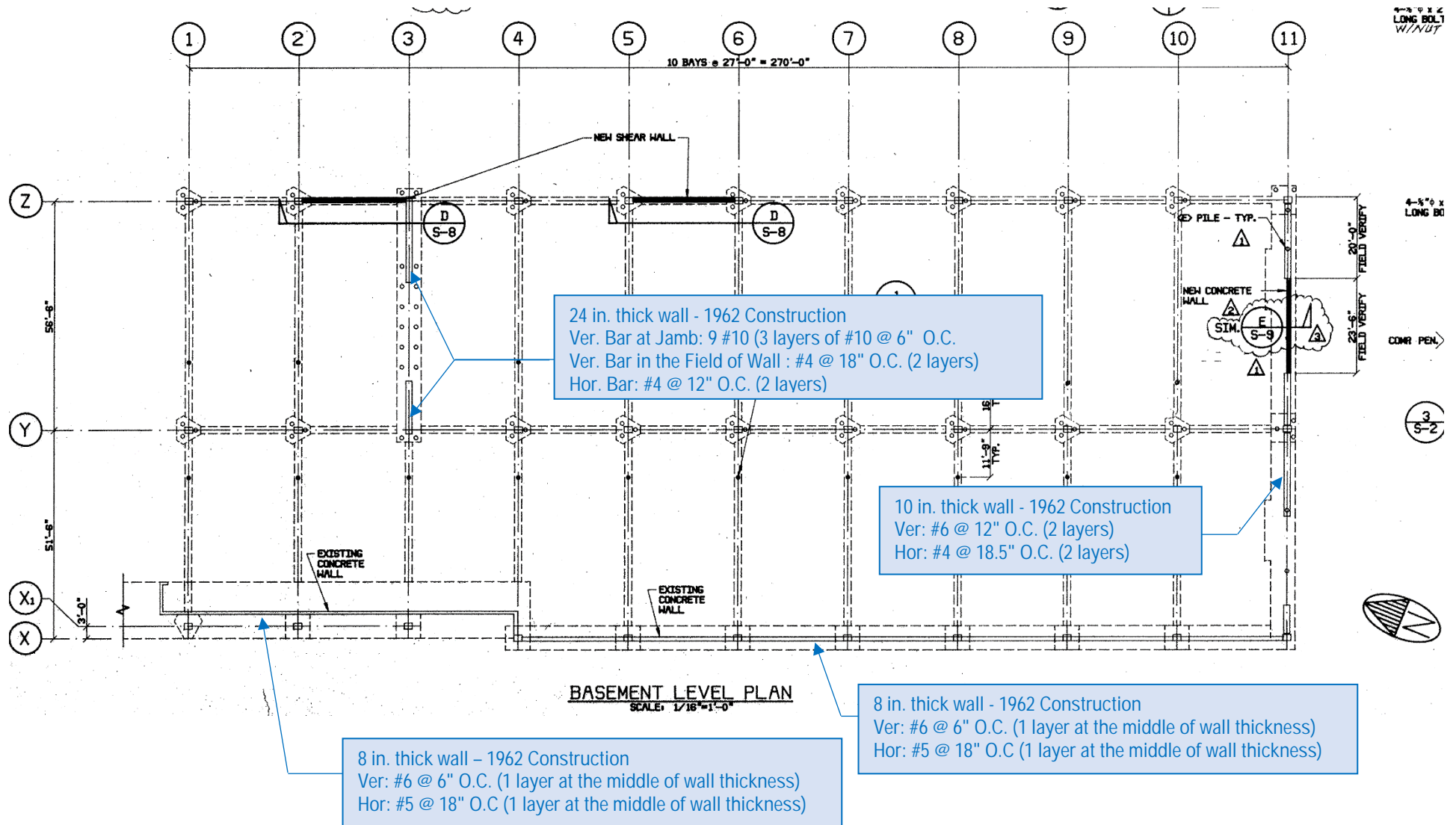
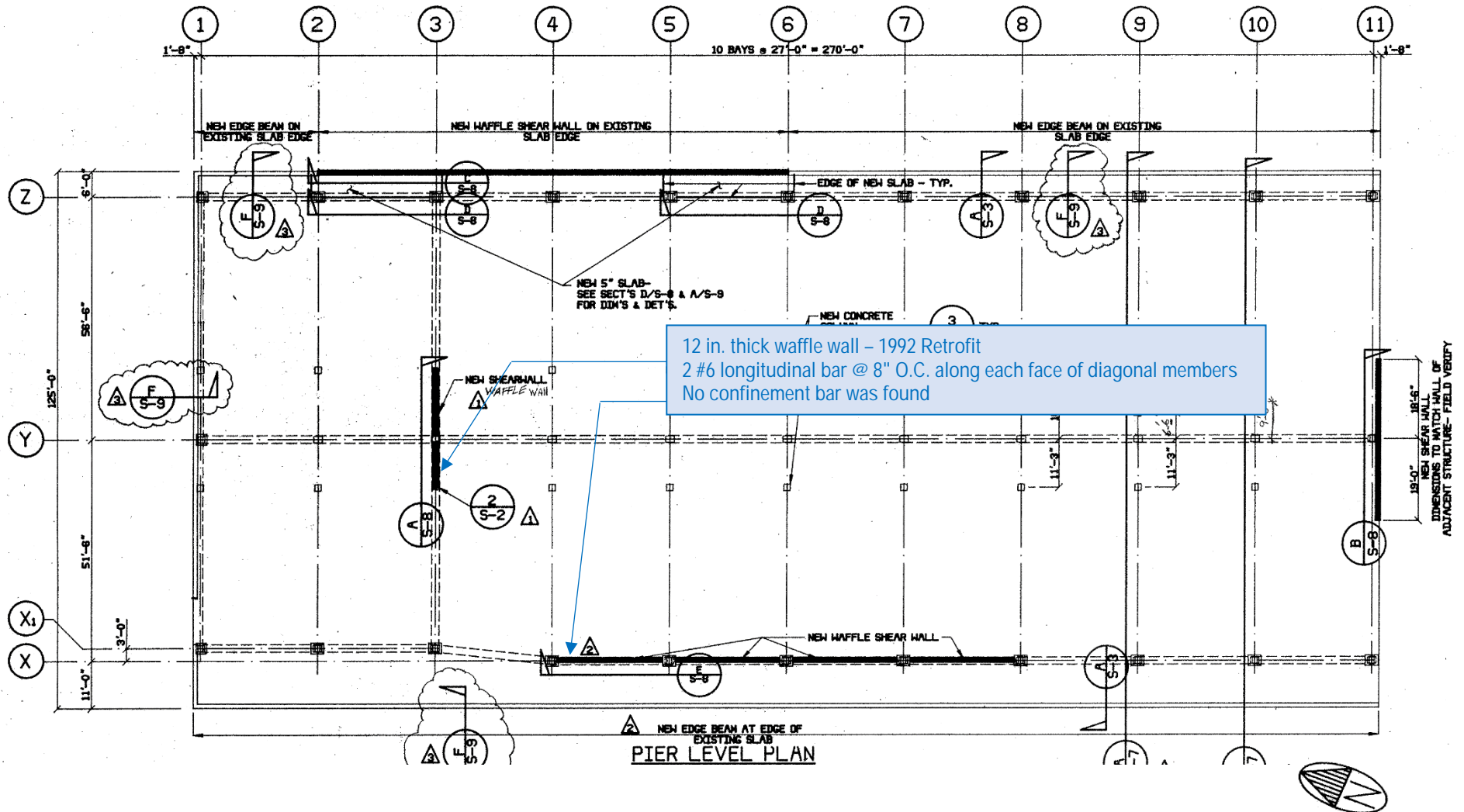


Figure 2.4 Steel reinforcement found at wall destructive openings – Pier Level





C UTC REPORT



CHICAGO
7314 N. Milwaukee Avenue
Niles, IL 60714
PH: 847-459-9012
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Mr. Behnam Arya, PhD, PE
Walker Consultants
707 Wilshire Blvd, Suite 3650
Los Angeles, CA 90017
PH: 213.335.5191

barya@walkerconsultants.com

Re: Compressive Strength of Concrete Core samples
City of Redondo Beach
North Pier Parking Structure
180 Coral Way,
Redondo Beach, CA 90277
Walker Consultants Project No. 37.009397.00

Dear Mr. Arya:

Enclosed please find the results of the compression strength of the fifteen (15) core samples delivered to our laboratories, that were reportedly extracted from the referenced structure and delivered to our laboratories on January 24, 2022.

The **compressive strength** was determined according to the applicable provisions of ASTM C39 "Standard Test Method for Compressive Strength of Cylindrical Concrete Specimens".

The concrete cores were identified by others.

The obtained test results are compiled below in Table 1.

We appreciate the opportunity to be of continued service to you.
Sincerely yours,

UCT Group LLC

Elena I. Emerson
Operations Manager

PROJECT NUMBER:	22006	PAGE 1
PROJECT NAME:	City of Redondo Beach – Compressive Strength- Final Report	
DATE:	02.08.2022	



CHICAGO
 7314 N. Milwaukee Avenue
 Niles, IL 60714
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Table 1. Compressive Strength of Concrete Core Samples
 (ASTM C 39)

Core ID	Location	Tested Height L (in)	Diam. D (in)	L/D Ratio K	Total Load (lbs)	Compressive Strength (psi)	Corrected Compressive Strength (psi)
1	Basement, West Wall, Gridlines X1-3.0	5.47	2.75	$\frac{1.99}{1.00}$	38,260	6,440	6,440
2	Basement, West Wall, Gridlines X1-3.5	4.51	2.75	$\frac{1.64}{1.00}$	34,230	5,760	5,590
3	Basement, West Wall, Gridlines X1-3.0	3.25	2.75	$\frac{1.18}{0.92}$	55,060	9,270	8,530
4	Basement, Kitchen Wall (E-W), Gridlines 3-Y.2	3.48	2.75	$\frac{1.27}{0.93}$	43,020	7,240	6,730
5	Basement, Kitchen Wall (E-W), Gridlines 3-Y.4	5.41	2.75	$\frac{1.97}{1.00}$	39,230	6,600	6,600
6	Basement, Kitchen Wall (E-W), Gridlines 3-Y.8	5.47	2.75	$\frac{1.99}{1.00}$	32,060	5,400	5,400
7	Basement, Kitchen Wall (E-W), Gridlines 3-Y.9	5.48	2.75	$\frac{1.99}{1.00}$	30,260	5,090	5,090
8	Basement, West Wall, Gridlines X2-10.2	5.48	2.75	$\frac{1.99}{1.00}$	35,410	5,960	5,960
9	Basement, West Wall, Gridlines X2-10.4	5.18	2.75	$\frac{1.88}{1.00}$	51,290	8,630	8,630
10	Basement, South Wall, Gridlines 11-X.8	5.40	2.75	$\frac{1.96}{1.00}$	43,540	7,330	7,330
11	Basement, South Wall, Gridlines 11-X.9	5.39	2.75	$\frac{1.96}{1.00}$	32,320	5,440	5,440
12	Basement, South Wall, Gridlines 11-Y.4	5.48	2.75	$\frac{1.99}{1.00}$	36,890	6,210	6,210
13	Basement, South Wall, Gridlines 11-Y.5	5.41	2.75	$\frac{1.97}{1.00}$	51,200	8,620	8,620
14	Pier, South Wall, gridlines 11-Y.8	5.43	2.75	$\frac{1.97}{1.00}$	41,650	7,010	7,010
15	Pier, South Wall, gridlines 11-Y.9	5.40	2.75	$\frac{1.96}{1.00}$	46,820	7,880	7,880
Remarks: The cores were tested in air-dry conditions.							



D SEISMIC EVALUATIONS

PROJECT UNDERSTANDING

The Redondo Beach North Pier Parking Structure was built in 1962 (see Photo 3.1 and 3.2) and is evaluated based on its current structural capacities. The structure is experiencing significant corrosion-based deterioration, exacerbated by its marine location. Walker was contracted in 2011, and our field investigation identified potential deficiencies with the North Pier parking structure. The City again contracted Walker in 2021 to perform Tier 2 Seismic Evaluation of the North Pier Parking Structure to advise the City as to its structural integrity for seismic and gravity loading, and viable repair alternatives. This summary report will provide findings of our most recent field investigation work in 2021-2022.

SCOPE OF SERVICES

As stated previously, the North Pier Parking Structure was built around 1962. Due to the age of the structure, the original plans were not available for our review. However, we have received a set of as-built plans for the 1992 seismic retrofit of the structure prepared by Theodore E. Anvick (Structural Consulting Engineer) which was dated October 1, 1992. While these plans have adequate information on the added retrofit concrete elements, they do not have any information on the original concrete walls of the structure.

Walker completed a Tier 1 building screening procedure and Tier 2 seismic evaluation in 2021-2-22 based on guidelines established in the nationally recognized publication ASCE 41-17 "Seismic Evaluation of Existing Buildings". Tier 1 building screening of 2011, performed by Walker, of North Parking Structure identified potential deficiencies in: vertical discontinuity of the lateral force resisting system, torsional stability, deterioration of structural members, and undefined foundation capacity. In order to confirm if the structural deficiencies exist relative to acceptable seismic performance of the structure, the ASCE 31-03 and ASCE 41-06 code requirements and performance acceptance criteria were used in 2012 edition of our report. Since 2012 ASCE has further enhanced the performance acceptance criteria for existing buildings in high seismicity areas. For the current study, the latest edition of ASCE 41-17 is used by Walker and like ASCE 31-03 it also requires structural engineers to perform a deficiency-based seismic evaluation study based on a Tier 2 procedure. This process of deficiency-based evaluation of individual structural elements against maximum demand of force or displacement that can be imposed by the system overall and their corresponding performance will likely determine if the parking structure has adequate strength to resist seismic forces at the inelastic level and determine areas where structural strengthening is required to extend the useful service life of the structure.

It is also important to note that there is an overall increase in seismic demand between the two code models of ASCE 41-06 and ASCE 41-17. Changes are associated with the updates made in seismic parameters established by USGS related to new research on seismic ground motions in the continental US and how soils in high seismicity areas can propagate inertial forces with different earthquake intensities and their associated return periods. Existing structures that were checked previously on the basis of ASCE 41-06 and ASCE 31-03 and have borderline satisfied the performance objective levels of ASCE 31-03 will likely not satisfy the performance objective criteria of ASCE 41-17 as the force or displacement demand of ASCE 41-17 are significantly higher from ASCE 41-06. Recommended repairs at the North Pier Parking Structures are based on the performance acceptance criteria of ASCE 41-17.

SUMMARY OF TIER-2 SEISMIC EVALUATION PER ASCE 41-17

Walker Consultants has completed the Tier-2 Seismic Evaluation of North Pier Parking Structure on the basis of ASCE 41-17. We have evaluated the parking structure using field investigations employing both destructive and non-destructive methods. Based on the findings of field investigative work, we have performed a 3-D finite element computer analysis model of the garage and have checked the structural adequacy of existing lateral load resisting elements. We recommend the following:

SEISMIC REPAIRS REQUIRED

Walker identified the following conditions where seismic repairs should be performed:

1. Add (1) new 21ft long concrete shear wall at line 3 near grid line Z at the Pier Level. The addition of new shear wall will eliminate the discontinuity of shear wall that currently exists as there is a 21ft long shear wall at the Basement Level that was built in 1962 and was part of the original design. The addition of new shear wall at line 3 near line Z will also reduce demand on line 3 existing shear wall at grid line Y at the Pier Level, which is currently showing signs of an overstressed condition in both flexure and shear (See Photo 3.4 and 3.9)
2. Add (1) new 21ft long concrete shear walls at line 7 near line X and (1) new shear wall at line 7 near line Z at the Pier and Basement level. The addition of two new shear walls at line 7 (at Pier and Basement level) will possibly reduce the shear overstress condition of existing shear walls at line 3 and at line 11 at the Pier and Basement level. Future detailed analysis with the addition of new shear walls will be performed in the next phase when seismic restoration phase of the project will be approved by the City. Optimal location of new shear walls apart from line 3 shear wall will be finalized in the next phase. For cost estimation purposes, addition of new shear walls at line 7 is quite reasonable to determine potential costs associated with addition of new shear walls inside garage.
3. Addition of (24) new foundation drilled piers and wall footing at line 7 to support two new shear walls.
4. Strengthening of existing waffle shear wall at line 3 and line Y at the Pier Level as the diagonal braces of existing waffle shear wall are deficient in both axial compression and tension. This condition will improve once the new shear walls are going to be added at line 3 and at line 7 (See Photo 3.5).
5. Strengthening of existing top chord of the waffle shear wall at line Z.1 at the Village level. Addition of new chord reinforcement is required at the Village level (See Photo 3.14).
6. Strengthening of existing double tee stems at waffle shear wall ends at line Z.1 at the Village and Pier level (See Photo 3.15).
7. Strengthening of Shear walls ends to meet ASCE 41-17 confinement reinforcement. X (2-3) and (5-6) to meet requirement of ASCE 41-17 code force limit (See Photo 3.16).
8. Thickening of existing shear wall is required at line X at the Basement level from line 4 to 11 (See Photo 3.13)
9. Thickening of existing shear wall is required at line Z (basement level) from line (2 – 3) and (5 – 6) (See Photo 3.16).
10. Thickening of existing shear walls is required at line 3 at the Basement level. Add horizontal reinforcement at Basement level shear walls along line 3 (see Photo 3.4) where existing shear walls reinforcement in horizontal direction doesn't meet the ASCE 41-17 and ACI 318-14 minimum wall requirement.
11. Add new slab reinforcement at shear walls oriented in the East-West direction at Village and Pier Level at line 3, 7, and 11 (See Photo 3.5, 3.8, and 3.13).
12. Add new slab reinforcement at waffle shear walls at line X and Z.1 at Village Level (See Photo 3.6 and 3.7).
13. Strengthen CIP column at line 3 and Z at Pier Level (See Photo 3.9).
14. Obtain recommendations from a registered Geo-technical engineer to evaluate current soil conditions and associated risk of having soil liquefaction, slope stability failure, and surface fault rupture at the garage site.
15. Obtain building spot elevations at corners and at intermediate points along the length of the garage to monitor any potential movement of garage foundations both vertically and horizontally. The City should contract with a licensed professional surveyor to perform this task.

Although the parking structure was functional at the time of our field investigation, over its life it has experienced several moderate earthquakes which may have softened the structure internally. North Pier parking structure is located very close to active seismic fault lines which can produce an earthquake of M6.0 to 7.0 on a Richter scale.

Over the last fifty years, the City of Redondo Beach has experienced several earthquakes with magnitude 5.0 to 6.0+. Seismic records of Southern California show that those earthquakes have relatively short return period.

Completing the necessary repairs would ensure that the garage would provide “Basic Life Safety Structural Performance” under a moderate seismic event and “Basic Collapse Prevention Structural Performance” under a severe seismic event. At present several structural elements of the parking structure in their current form do not satisfy the performance objectives of both the Life Safety and Collapse Prevention structural performance criteria of ASCE 41-17.

Our opinion of probable seismic restoration repair costs is **\$1,820,000.00**, including a recommended construction contingency and engineering services. Our opinion is based on estimated repair quantities based on our analysis work and historical records of similar types of work. Cost may vary due to procurement method, local economy, phasing, or other factors. Additional engineering services are required to prepare repair documents that can be used to bid and execute the recommended repairs. Figure 3.1, 3.2, and 3.3 show locations of seismic structural repairs on Basement, Pier, and Village Levels respectively. An additional breakdown of the probable repair costs is presented in Table D1.

TIER 2 SEISMIC EVALUATION FINDINGS

In investigating and performing the Tier-2 Seismic Evaluation in accordance with ASCE 41-17 of the North Pier Parking Structure, we found the following:

The North Pier Parking Structure is adequate to provide “Basic Life Safety Structural Performance” under the application of code specified gravity and ASCE 41-17 BSE-1E level seismic loads and “Basic Collapse Prevention Structural Performance” under the application of code specified gravity and ASCE 41-17 BSE-2E level seismic loads. We have not observed any structural cracking in slabs, beams, columns, and walls due to an over-stress condition caused by excessive amount of gravity and seismic loads resisted by these elements during its service life of past 10 years. There is no visible cracking and spalling of concrete associated with corrosion of rebars. No visible cracking in slabs, beams, columns, or walls was observed that can be associated with foundation settlement or overstress condition of foundation elements. Seismic retrofits of 1992 are performing well and have improved the flow of seismic forces from diaphragm to lateral load resisting elements and subsequently to the garage foundation system. As mentioned above that the seismic loads specified in ASCE 41-17 are significantly higher than the seismic loads specified in ASCE 31-03. Due to the increase in forces that were used in 2012 to verify the adequacy of members, there are several locations where the structural capacity of existing shear walls, waffle shear wall diagonal braces, and chord and drag reinforcement near shear walls are no longer meeting the force demands of ASCE 41-17 and therefore do not satisfy the performance objectives of both the Life Safety and Collapse Prevention structural performance criteria of ASCE 41-17.

Walker Consultants has completed both the Tier 1 and 2 seismic evaluations of North Pier Parking Structure. Tier 1 evaluations were performed first in 2021. Tier 1 building screening process was used as the basis for Tier 2 seismic evaluation that was performed by Walker in 2022.

GARAGE DESCRIPTION

Parking Facility at North Pier – Redondo Beach is composed of two supported level parking structure. The existing parking structure is made up of cast-in-place concrete columns and walls, both cast-in-place and precast beams and cast-in-place topping slab placed over precast double tees at the supported levels. The lateral load resisting system for the existing parking structures consists of concrete shear walls in two orthogonal directions. Concrete shear walls are supporting small to negligible tributary area of the supported precast double tee system and can be classified as Bearing Wall System on a conservative basis in both directions. The current analysis provides comprehensive information on the design adequacy related to the seismic upgrades performed in 1992 plus the

overall stability, integrity, and redundancy of the structure to withstand garage vertical loads, seismic loads on the basis of ASCE 41-17.

The foundation system for the existing parking structure is composed of spread, strip and drilled pier foundation system. We have no structural information on the size and reinforcement of foundation elements. We have no documentation, if any foundation upgrades were made in the past to address any foundation issues related to distribution of gravity and seismic loads due to the modifications made over the life of the structure. Review of the foundation system is based strictly on the basis of field investigations limited to visual observations. At present, we didn't obtain any new soils investigation report for this project site. Lateral seismic loads at the foundation level will be resisted by passive pressure against the face of the spread, strip and drilled pier caps in conjunction with the allowable lateral frictional resistance at the bottom of spread and strip footings and lateral load resistance capacity of drilled piers. Differential settlement of the structure has already taken place and is not noticeable. No cracking of structural elements is being observed that can be associated with any recent foundation movement.

DESIGN SUPERIMPOSED LOADS

In addition to dead loads, the structure is checked for the following superimposed live loads, with no live load reductions taken in accordance with CBC section 1607:

Light vehicle storage	40 psf
Landscaping	None required
Heavy vehicles	None required
Snow Load	None required

TIER 2 SEISMIC EVALUATION REQUIREMENTS

The Tier 2 seismic evaluation uses a three-step approach.

1. Induced earthquake forces: Analyze the structure for pseudo lateral forces using Linear Static Procedure (LSP) of ASCE 41-17.
2. Verify structural irregularities and perform Dynamic Analysis using Linear Dynamic Procedures (LDP) of ASCE 41-17.
3. Generate member forces for each structural element using load combinations of ASCE 41-17.

An evaluation of the effects of a seismic event on the structure is performed. We have computed floor masses for each level to determine mass distribution and inertia properties. Frame member geometry, material and section properties for various member sizes and concrete strengths are obtained from field investigative work to calculate frame stiffness. Once stiffness and mass inertia properties are defined, static and dynamic analysis are performed to determine mode shapes and associated periods to use in the lateral analysis.

Lateral loads are calculated according to ASCE 41-17 and applied at 5% of the structure dimension on either side of the center of mass to include the effects of accidental torsion in the garage. The criteria from the ASCE used to check the adequacy of this structure are explained in the Lateral Section of these calculations.

In a building with special concrete shear wall lateral load resisting system, concrete shear walls resist 100% of the lateral loads in accordance with ASCE 7-16 (i.e., ASCE 41-17 BSE-2N) equivalent lateral force procedure or response spectrum analysis approach. Structures designed in conformance with such provisions and principles are expected to be able to;(1) resist minor earthquakes without damage; (2) resist moderate earthquakes without structural

damage, but with some nonstructural damage; and (3) resist major or severe earthquakes without major failure of the building or its component members and would perform such that it would offer “Basic Life Safety Structural Performance”.

The Tier 2 deficiency-based retrofit requires retrofit of the building such that the deficiencies identified in a Tier 1 screening, or a Tier 2 evaluation are mitigated to achieve compliance with the selected Performance Objective(s). The scope of the Tier 2 deficiency-based retrofit need not expand beyond that necessary to modify the building to comply with a Tier 1 screening or a Tier 2 evaluation.

If the Tier 2 deficiency-based evaluation demonstrates the adequacy of the structure with respect to all of the ‘Noncompliant’ or ‘Unknown’ statements in the Tier 1 screening, then the building complies with the ASCE 41-17 standard for the corresponding Performance Objective. If the building is retrofitted in accordance with the deficiency-based retrofit procedure, then the retrofitted building complies with the ASCE 41-17 standard for the corresponding Performance Objectives.

TIER 2 PARTIAL RETROFIT OBJECTIVES

A partial retrofit, which can address a portion or portion of the building without evaluating or rehabilitating the complete lateral force resisting system, shall meet all of the following ASCE 41-17 requirements:

1. Does not result in a reduction in the Structural Performance Level or Nonstructural Performance Levels of the existing building for the same Seismic Hazard Level.
2. Does not create a new structural irregularity or make an existing structural irregularity more severe.
3. Does not result in an increase in the seismic forces to any component that is deficient in capacity to resist such forces, and
4. Incorporate structural elements that are connected to the existing structure in compliance with the requirements of ASCE 41-17 standard.

LATERAL LOAD ANALYSIS

Seismic lateral forces are determined for the parking structure, using ASCE 41-17, and acting in conjunction with the garage vertical loads. An evaluation of the effects of the lateral forces on the structure is performed. The analysis computes floor masses for each level to determine mass distribution and inertia properties. Wall member geometry, material and section properties for various member sizes and concrete strengths are used to calculate building stiffness. Once stiffness and mass inertia properties are defined, a static analysis is performed to determine mode shapes and the associated period of vibration to use in the lateral analysis. Lateral loads are calculated according to ASCE 41-17 and applied at 5% of the structure dimension on either side of the center of mass to include the effects of accidental torsion in the garage.

Seismic Evaluation Procedure:

1. Select structural system.
2. Identify lateral force-resisting system.
3. Identify structural irregularities and any framing system limitations.
4. Select lateral force procedure (i.e., static, or dynamic).
5. Calculate the total design base shear and distribute over height of structure.
6. Elastically analyze building, including torsion effects, including P-delta effects, if necessary.
7. Check story drift limitations.
8. Combine earthquake and factored gravity loads effects. Verify design of lateral force-resisting elements for required strength and verify special detailing.
9. Confirm complete load path to resist earthquake forces.

FINITE ELEMENT COMPUTER MODELING

The following pages contain the computer model used to determine the seismic base shear, distribution of seismic forces over the height of garage, member forces and member deformations. This model uses the entire structural framing system, including lateral load resisting elements and gravity elements to determine structural story drift.

STEY-BY-STEP PROCEDURE FOR TIER 2 SEISMIC EVALUATION

1. LOAD PATH

“When Tier 2 evaluation procedures require evaluation of the continuity of structural elements to be tied together to form a complete load path, continuity shall be evaluated.”

Based on available construction documents, seismic restoration of the parking structure was performed in 1992. It is appropriate to assume that seismic deficiencies of the parking structure observed at that time were checked and addressed on the basis of seismic detailing requirements of UBC 1991. Severe cracking in moment frame columns was identified at the base of all CIP columns with tapered section at the Pier Level. This could be associated with seismic forces higher than the design seismic loads used for the design of concrete moment frame columns. Higher seismic forces at Village Level can cause an increase in shear at each moment frame column, which in turn caused an increase in column moments at the base of columns at the Pier Level. Higher shear in columns can also lead to higher inelastic seismic movements which then help in formation of plastic hinges (i.e., cracking) in columns at the point of maximum moment.

All CIP columns at the perimeter with reduced section properties were encased with new concrete cover, with epoxy coated shear and flexural reinforcement to increase the overall design capacity of the columns. Increased shear stiffness of perimeter columns would reduce lateral drift of the parking structure under higher seismic loads. It is possible that the gain in flexural capacity may only take place at the top of column because of proper embedment of new vertical reinforcement.

Waffle shear walls were added in both directions between Village and Pier Levels to increase the lateral force resisting capacity of the parking structure (See Photo 0.5, 0.6, 0.7). Waffle shear wall along line Z.1 between grid lines 2 and 6 is not continuous between Pier and Foundation Level. Local thickening of diaphragm at shear wall ends between grid lines 2 – 3 and 5 – 6 is being provided at Pier Level for transfer of shear wall forces from waffle shear wall to two new concrete shear walls added along line Z between Pier and Foundation Level. Waffle shear wall system behaves very much like a Truss system with diagonal braces resisting lateral shear forces applied by the diaphragm as tension and compression axial forces of its diagonal braces. Since the waffle shear wall along line Z.1 is supported by overhanging precast double tees and when tees experience any vertical load from truss diagonal braces, they deform vertically. The vertical deformation caused by the movement of tees supporting the truss shear wall system then generates tension and compression forces in top and bottom chords of the truss. Waffle shear walls along line Z.1 (2-6) at the Village level and shear walls along line Z (2-3) and (5-6) at the Pier level have a lateral offset distance between them as 6ft, there is out-of-plane discontinuity of vertical lateral force resisting system between the two lines of shear walls that are close to each other and connected laterally by a rigid diaphragm at the Village and Pier Level. This out-of-plane, discontinuity of vertical lateral force resisting element is not preferred, but is allowed by ASCE 7-05, ASCE 7-10, and ASCE 7-16 for even newer buildings that are located within seismic design category D, E and F. For a

building with out-of-plan discontinuity, ASCE 7-16 requires special detailing of slab collector elements for transferring forces at the required strength level. ***ASCE 41-17 has no such procedure available for Tier 2 Evaluation for buildings with local discontinuity in load path.***

Commentary of section 5.4.2.3 states: *“The adequacy of the elements and connections below the vertical discontinuities shall be evaluated as force-controlled elements. The adequacy of struts and diaphragms to transfer load from discontinuous elements to adjacent elements shall be evaluated”*. At Pier Level, diaphragm was thickened locally to increase its shear design capacity and to transfer forces from waffle shear wall along line Z.1 to two shear walls located below Pier Level along line Z that were also added when garage restoration was performed in 1992. To address additional vertical shear demand at precast double tees, due to the use of ASCE 41-17 higher seismic forces, carbon fiber wrapping is required at precast double tee stems at waffle shear wall end bays.

New concrete wall was added in 1992 at the Basement level along line 11 to increase the overall length of existing shear wall at line 11. New gravity columns were added in 1992 near grid Y – in the long direction of the garage at Pier and Basement Levels. It is not clear why the designer decided to use 18-inch square concrete columns between Village and Pier Level and supported the same columns using 6-inch round steel columns between Pier and Foundation Level. New waffle shear wall along line 3 is being supported at its western end by a 6-inch round steel column below Pier level (See Photo 3.11). This in-plane discontinuity in shear wall causes reduction in shear wall stiffness along line 3 at the Basement Level.

New 2 ½ inch thick overlay was added over the entire double tee system at the Village Level (See Photo 3.3) in 1992. It is our understanding that this modification was made to address higher diaphragm loads based on the requirements of UBC 1991. At Village Level, additional slab drag reinforcement was added near the shear wall along line 11. ASCE 41-17 diaphragm forces are significantly higher than the UBC 1991 diaphragm forces. Chord and drag collector elements shall be evaluated as force-controlled and they both will require retrofit in terms of addition of new chord and diaphragm steel at the Village and Pier Level.

No foundation upgrades were documented in the construction documents of 1992 seismic retrofit. No visible cracking in beams, columns or walls was observed in 2011 and in 2021 that can be associated with foundation settlement or overstress condition of foundation elements.

- a. Shear strength capacity of diaphragm is verified at all supported levels using provisions of ASCE 41-17 to satisfy that the load path is in compliance and is acceptable.
- b. Steel column supporting discontinuous wall has the design strength to resist the maximum axial force that can develop in accordance with ASCE 41-17. The connections of discontinuous elements to the supporting member shall be adequate to transmit the forces for which the discontinuous element was required to be designed.

2. WEAK AND SOFT STORY

The vertical force distribution provided by ASCE 41-17 section 7.4.1.3.2 is adequate for regular structures with no stiffness discontinuities. Weak and soft story can significantly affect the vertical distribution of seismic forces and, for this reason Response Spectrum Analysis (i.e., Linear Dynamic Procedure – LDP) is performed, which can account for stiffness irregularities over the height of the structure. Response spectrum parameters

were established using USGS seismic design parameters for the project site. For basic Life Safety structural performance, site specific response spectrum is being generated for an earthquake having 5% Probability of Exceedance in 50 years with a mean return period of 975 years. According to ASCE 41-17, Earthquake Hazard Level associated with this type of earthquake is defined as BSE-2E (i.e., Basic Safety Earthquake Level 2) and is appropriate for building where “Basic Collapse Prevention Structural Performance” is required.

3. GEOMETRY

“An analysis in accordance with the Linear Dynamic Procedure of ASCE 41-17 section 5.2.4 shall be performed. The adequacy of the lateral force resisting elements shall be evaluated.”

Linear Dynamic Analysis is performed to verify capacity of all lateral load resisting elements.

4. VERTICAL DISCONTINUITIES

“The adequacy of elements below vertical discontinuities shall be evaluated to support gravity forces and overturning forces generated by the capacity of the discontinuous elements above. The adequacy of struts and diaphragms to transfer load from discontinuous elements to adjacent elements shall be evaluated.”

Steel columns supporting discontinuous shear wall at line 3 at the Basement Level is verified and its connections need to be verified for factored axial tension and compression loads. There is no visible sign of connection movement at the top and bottom. There is no visible cracking in the slab near and around the steel column that is associated with any grade beam movement underneath the steel column because of past earthquake activities in the area since 1992. Since the grade beams are soil supported and have already experienced several earthquakes of moderate intensity, it is appropriate to assume that the grade beams underneath the steel columns can transfer vertical loads to the nearest drilled pier without going into any major distress. A case of a beam on elastic foundation is how Walker has analyzed the performance of the grade beam at line 3. Grade beams that are away from drilled piers are not taking any substantial axial, flexural and shear loads.

Adequacy of precast double tees is verified between grid line Z and Z.1 at the Village and Pier Level. At both locations precast double tees are overstressed in transferring vertical shear load to PT beam along line Z at both levels.

5. MASS

No change in mass is anticipated at Village and Pier Level except a small section of top chord of waffle shear wall along line Z.1 needs to be increased to add additional drag or chord reinforcement at the truss at the Village Level. A small section of CIP topping slab needs to be placed at the Village Level to provide additional diaphragm reinforcement near the shear wall at line Z.1

6. TORSION

Small change in torsional shear is anticipated due to the proposed addition of new shear walls at the Pier and Basement Level to help reduce shear overstress condition at existing shear walls along line 3, X, and Z.

7. DETERIORATION OF CONCRETE

No significant deterioration of concrete was observed at gravity and lateral load resisting elements.

8. POST-TENSION OR PRE-STRESS ANCHORS

No corrosion of anchors/end fittings or spalling of concrete is observed near gravity and lateral load resisting elements at the Village, Pier and Basement level.

9. CONCRETE WALL CRACKS

No significant diagonal cracking in concrete shear walls is observed at Pier and Village level.

10. SHEAR STRESS CHECK

Using ASCE 41-17 section 5.5.3.1.1, we found shear walls as overstressed in shear at the Basement Level at line X (4 – 11), at line Z (2-3) and (5-6), and shear walls along line 3. We have assumed compressive strength of shear walls to be equal to 5000psi to 7000 psi based on Compressive Strength field test values obtained in 2022. To compensate for this condition, (1) new shear wall is recommended for line 3 at the Pier Level only and (2) new shear walls are to be added at both the Pier and Basement Level at line 7.

11. WALL THICKNESS AND PROPORTIONS

Using ASCE 41-17 section 5.5.3.1.1 and 5.5.3.1.2, we found shear walls thickness to be increased at the Basement Level at line X (4 – 11), at line Z (2-3) and (5-6), and shear walls along line 3. We also found that the shear wall thickness at line 11 at the Pier Level should also be increased to resist ASCE 41-17 force demand.

12. REINFORCING STEEL

At the Pier level, shear wall reinforcement ratios for both wall vertical and horizontal reinforcement are greater than the required ratios but shear wall at line 11 is overstressed in shear and requires additional horizontal reinforcement. At the Basement level, shear wall reinforcement ratio for wall vertical reinforcement is in the range of 0.0018 and are acceptable. However, reinforcement ratio for wall horizontal reinforcement at shear walls along line X, Z and line 3 are low. Wall shear stresses are also above the allowable shear stress values at those grid lines. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and (2) new shear walls at line 7 at both Pier and Basement Level.

13. COUPLING BEAMS AT SHEAR WALLS

At Pier Level, diagonal braces of waffle shear wall along line 3 near line Y and along line X are performing similar to how coupling beams work for segmented shear walls. Those diagonal braces are showing overstressed condition for axial tension and compression. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level near line Z and at line 7 at both Pier and Basement Level. Strengthening of waffle shear wall diagonal braces is also recommended.

14. CONFINEMENT REINFORCEMENT

Infill shear walls along line Z.1 at the Basement Level are confined by existing CIP columns. Majority of shear walls at the Pier and Basement Level are without any special closely spaced confinement reinforcement. However, there are no signs of any cracking at the existing shear walls. Carbon fiber wrapping would be considered for providing confinement to shear wall ends to satisfy this requirement.

15. TRANSFER OF SHEAR WALLS OR WALL CONNECTIONS

Diaphragm is connected to shear walls at all supported levels. Amount of shear transfer reinforcement provided is appeared to be on the low side at all shear walls. Amount of shear transfer reinforcement is not adequate based on the forces obtained from the Linear Dynamic Procedure. Drag and collector reinforcement at the East-West direction shear walls is not known and may possibly be on the low side of design requirements.

16. FOUNDATION DOWELS

There is no information available on Foundation dowels and further testing is required in future to determine this design item. Shear walls are connected to grade beams at all locations. Destructive testing in 2022 at several shear wall locations have established that existing shear walls have adequate wall vertical reinforcement. There are two shear walls along line 3 at the Basement Level where shear walls have flexural overstress condition. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

17. DEFLECTION COMPATIBILITY

Based on 3-D computer analysis and verification of member forces, shear capacity of columns is adequate to resist factored flexural, axial and shear loads. There is only one CIP column at grid line 3 and line Z which is showing signs of shear overstress as it is in the direction of drag forces building towards shear wall at grid line 3 and line Y. To compensate for this condition, additional new shear wall is recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

18. UPLIFT AT PILE CAPS

We didn't observe any major problem with the gravity system, diaphragms, and slab-on-grade that suggests that current state of pile foundation system is any risk to the Basic Life Safety of the structure. However, our current analysis shows significant amount of lateral shear resisted by 12" round piles at line 3 and at line 11. Without knowing the amount of reinforcement in those concrete piles it is difficult to establish their demand capacity ratios in terms of flexure and shear loads. To compensate for this condition, additional new concrete piles are recommended for line 7 for new concrete shear walls that are recommended at the Basement Level.

19. LIQUEFACTION

We would recommend that the City hire a registered geo-technical engineer to evaluate current soil conditions near the garage site and to determine risk of having soil liquefaction at the garage site.

20. SLOPE FAILURE AND SURFACE RUPTURE

We would recommend that the city hire a registered geo-technical engineer to evaluate current soil conditions near the garage site and to determine risk of having soil/rock slope failure and surface fault rupture at the garage site.

21. FOUNDATION PERFORMANCE

We would recommend that the City shall consider hiring a registered surveyor to establish garage benchmark elevations to monitor any possible building movement due to any seismic event or due to any soil's related issue.

22. OVERTURNING

At Basement Level, shear wall along line 3 near line Z is showing overstressed condition in flexure. Remainder of shear walls at Village and Pier Level are adequate in flexure or overturning. To compensate for this condition, additional new shear walls are recommended for line 3 at the Pier Level and at line 7 at both Pier and Basement Level.

23. TIES BETWEEN FOUNDATION ELEMENTS

We didn't observe any distress at foundation walls or slabs at upper levels that suggests that there is any movement of soil at the foundation level that suggests that current state of pile foundation system is any risk to the Basic Life Safety of the structure. However, our current analysis shows significant amount of lateral shear resisted by 12" round piles at line 3 and at line 11. Without knowing the amount of reinforcement in those concrete piles it is difficult to establish their demand capacity ratios in terms of flexure and shear loads. To compensate for this condition, additional new concrete piles are recommended for line 7 for new concrete shear walls that are recommended at the Basement Level.

Table D1 - Opinion of Probable Costs for Conceptual Repair

	Work Item Description	Estimated Cost
1.00	General Conditions	
1.10	Mobilization & General Conditions	\$25,000
2.00	Seismic Structural Repairs	
2.01	Install (24) new drilled piers	\$100,000
2.02	Install (5) new concrete shear walls at Pier and Basement Level	\$500,000
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level	\$30,000
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1	\$25,000
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z	\$30,000
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level	\$25,000
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level	\$25,000
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level	\$25,000
2.09	Thickening of CIP shear walls at line 3 at Basement Level	\$35,000
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level	\$170,000
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level	\$35,000
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)	\$200,000
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level	\$25,000

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June 6, 2022

	Repair Subtotal	\$1,450,000
	Recommended Contingency (10%)	\$145,000
	Engineering Services	\$160,000
	Geotechnical Recommendations on Soil condition at the project site	\$50,000
	Building Survey Elevations	\$15,000
	Project Total	\$1,820,000

APPENDIX B – TIER 1 SCREENING CHECKLIST

Table 1. Tier 1 Screening – Collapse Prevention Basic Configuration Checklist (Reproduced herein ASCE 41-17, Table 17-2)

Status	Evaluation Statement	Tier 2 Reference	Commentary Reference
Low Seismicity			
Building System—General			
C NC N/A U	LOAD PATH: The structure contains a complete, well-defined load path, including structural elements and connections, that serves to transfer the inertial forces associated with the mass of all elements of the building to the foundation.	5.4.1.1	A.2.1.1
C NC N/A U	ADJACENT BUILDINGS: The clear distance between the building being evaluated and any adjacent building is greater than 0.25% of the height of the shorter building in low seismicity, 0.5% in moderate seismicity, and 1.5% in high seismicity.	5.4.1.2	A.2.1.2
C NC N/A U	MEZZANINES: Interior mezzanine levels are braced independently from the main structure or are anchored to the seismic-force-resisting elements of the main structure.	5.4.1.3	A.2.1.3
Building System—Building Configuration			
C NC N/A U	WEAK STORY: The sum of the shear strengths of the seismic-force-resisting system in any story in each direction is not less than 80% of the strength in the adjacent story above.	5.4.2.1	A.2.2.2
C NC N/A U	SOFT STORY: The stiffness of the seismic-force-resisting system in any story is not less than 70% of the seismic-force-resisting system stiffness in an adjacent story above or less than 80% of the average seismic-force-resisting system stiffness of the three stories above.	5.4.2.2	A.2.2.3
C NC N/A U	VERTICAL IRREGULARITIES: All vertical elements in the seismic-force-resisting system are continuous to the foundation.	5.4.2.3	A.2.2.4
C NC N/A U	GEOMETRY: There are no changes in the net horizontal dimension of the seismic-force-resisting system of more than 30% in a story relative to adjacent stories, excluding one-story penthouses and mezzanines.	5.4.2.4	A.2.2.5
C NC N/A U	MASS: There is no change in effective mass of more than 50% from one story to the next. Light roofs, penthouses, and mezzanines need not be considered.	5.4.2.5	A.2.2.6
C NC N/A U	TORSION: The estimated distance between the story center of mass and the story center of rigidity is less than 20% of the building width in either plan dimension.	5.4.2.6	A.2.2.7

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Moderate Seismicity (Complete the Following Items in Addition to the Items for Low Seismicity)
Geologic Site Hazards

C NC N/A U	LIQUEFACTION: Liquefaction-susceptible, saturated, loose granular soils that could jeopardize the building's seismic performance do not exist in the foundation soils at depths within 50 ft (15.2 m) under the building.	5.4.3.1	A.6.1.1
C NC N/A U	SLOPE FAILURE: The building site is located away from potential earthquake-induced slope failures or rockfalls so that it is unaffected by such failures or is capable of accommodating any predicted movements without failure.	5.4.3.1	A.6.1.2
C NC N/A U	SURFACE FAULT RUPTURE: Surface fault rupture and surface displacement at the building site are not anticipated.	5.4.3.1	A.6.1.3

High Seismicity (Complete the Following Items in Addition to the Items for Moderate Seismicity)
Foundation Configuration

C NC N/A U	OVERTURNING: The ratio of the least horizontal dimension of the seismic-force-resisting system at the foundation level to the building height (base/height) is greater than $0.6S_a$.	5.4.3.3	A.6.2.1
C NC N/A U	TIES BETWEEN FOUNDATION ELEMENTS: The foundation has ties adequate to resist seismic forces where footings, piles, and piers are not restrained by beams, slabs, or soils classified as Site Class A, B, or C.	5.4.3.4	A.6.2.2

Note: C = Compliant, NC = Noncompliant, N/A = Not Applicable, and U = Unknown.

Table 2. Tier 1 Screening–Collapse Prevention Structural Checklist for Building Types C2 and C2a (Reproduced herein ASCE 41-17, Table 17-24)

Status	Evaluation Statement	Tier 2 Reference	Commentary Reference
Low and Moderate Seismicity			
Seismic-Force-Resisting System			
C NC N/A U	COMPLETE FRAMES: Steel or concrete frames classified as secondary components form a complete vertical-load-carrying system.	5.5.2.5.1	A.3.1.6.1
C NC N/A U	REDUNDANCY: The number of lines of shear walls in each principal direction is greater than or equal to 2.	5.5.1.1	A.3.2.1.1
C NC N/A U	SHEAR STRESS CHECK: The shear stress in the concrete shear walls, calculated using the Quick Check procedure of Section 4.4.3.3, is less than the greater of 100 lb/in.^2 (0.69 MPa) or $2\sqrt{f'_c}$.	5.5.3.1.1	A.3.2.2.1
C NC N/A U	REINFORCING STEEL: The ratio of reinforcing steel area to gross concrete area is not less than 0.0012 in the vertical direction and 0.0020 in the horizontal direction.	5.5.3.1.3	A.3.2.2.2
Connections			
C NC N/A U	WALL ANCHORAGE AT FLEXIBLE DIAPHRAGMS: Exterior concrete or masonry walls that are dependent on flexible diaphragms for lateral support are anchored for out-of-plane forces at each diaphragm level with steel anchors, reinforcing dowels, or straps that are developed into the diaphragm. Connections have strength to resist the connection force calculated in the Quick Check procedure of Section 4.4.3.7.	5.7.1.1	A.5.1.1
C NC N/A U	TRANSFER TO SHEAR WALLS: Diaphragms are connected for transfer of seismic forces to the shear walls.	5.7.2	A.5.2.1
C NC N/A U	FOUNDATION DOWELS: Wall reinforcement is doweled into the foundation with vertical bars equal in size and spacing to the vertical wall reinforcing directly above the foundation.	5.7.3.4	A.5.3.5
High Seismicity (Complete the Following Items in Addition to the Items for Low and Moderate Seismicity)			
Seismic-Force-Resisting System			
C NC N/A U	DEFLECTION COMPATIBILITY: Secondary components have the shear capacity to develop the flexural strength of the components.	5.5.2.5.2	A.3.1.6.2
C NC N/A U	FLAT SLABS: Flat slabs or plates not part of the seismic-force-resisting system have continuous bottom steel through the column joints.	5.5.2.5.3	A.3.1.6.3
C NC N/A U	COUPLING BEAMS: The ends of both walls to which the coupling beam is attached are supported at each end to resist vertical loads caused by overturning.	5.5.3.2.1	A.3.2.2.3
Diaphragms (Stiff or Flexible)			
C NC N/A U	DIAPHRAGM CONTINUITY: The diaphragms are not composed of split-level floors and do not have expansion joints.	5.6.1.1	A.4.1.1
C NC N/A U	OPENINGS AT SHEAR WALLS: Diaphragm openings immediately adjacent to the shear walls are less than 25% of the wall length.	5.6.1.3	A.4.1.4
Flexible Diaphragms			
C NC N/A U	CROSS TIES: There are continuous cross ties between diaphragm chords.	5.6.1.2	A.4.1.2
C NC N/A U	STRAIGHT SHEATHING: All straight-sheathed diaphragms have aspect ratios less than 2-to-1 in the direction being considered.	5.6.2	A.4.2.1
C NC N/A U	SPANS: All wood diaphragms with spans greater than 24 ft (7.3 m) consist of wood structural panels or diagonal sheathing.	5.6.2	A.4.2.2
C NC N/A U	DIAGONALLY SHEATHED AND UNBLOCKED DIAPHRAGMS: All diagonally sheathed or unblocked wood structural panel diaphragms have horizontal spans less than 40 ft (12.2 m) and aspect ratios less than or equal to 4-to-1.	5.6.2	A.4.2.3
C NC N/A U	OTHER DIAPHRAGMS: Diaphragms do not consist of a system other than wood, metal deck, concrete, or horizontal bracing.	5.6.5	A.4.7.1
Connections			
C NC N/A U	UPLIFT AT PILE CAPS: Pile caps have top reinforcement, and piles are anchored to the pile caps.	5.7.3.5	A.5.3.8

Note: C = Compliant, NC = Noncompliant, N/A = Not Applicable, and U = Unknown.

PROJECT PHOTOS

Photo 3.1- Construction of North Pier Parking Structure in 1962



Photo 3.2- Construction of North Pier Parking Structure - 1962



Photo 3.3- 2 ½-inch-thick overlay of CIP topping slab – Village Level



Photo 3.4- 24-inch-thick shear wall at line 3 and Y at Basement Level



Photo 3.5- 12-inch-thick waffle shear wall at line 3 and Y at Pier Level



Photo 3.6- 12-inch-thick waffle shear wall along line X at Pier Level



Photo 3.7- 12-inch-thick waffle shear wall at line Z.1 at Pier Level



Photo 3.8- 10-inch-thick shear wall at line 11 and Y at the Pier Level



Photo 3.9- CIP columns at line 3 and Z at the Pier Level



Photo 3.10—CIP Columns at Line X.7 and Y.3 at the Pier Level



Photo 3.11—6-inch round steel columns at line X.7 and Y.3 at the Basement Level



Photo 3.12- 8-inch-thick CIP Retaining Wall at line X and X.1 at Basement Level



Photo 3.13- Shear wall along line 11 at Basement Level



Photo 3.14- Truss chords at waffle shear wall at line Z.1 at the Village and Pier Level



Photo 3.15- Precast double tee stems at waffle shear wall ends at line Z.1 at the Village and Pier Level



Photo 3.16- CIP Columns at shear wall ends at line Z at the Pier and Basement Level

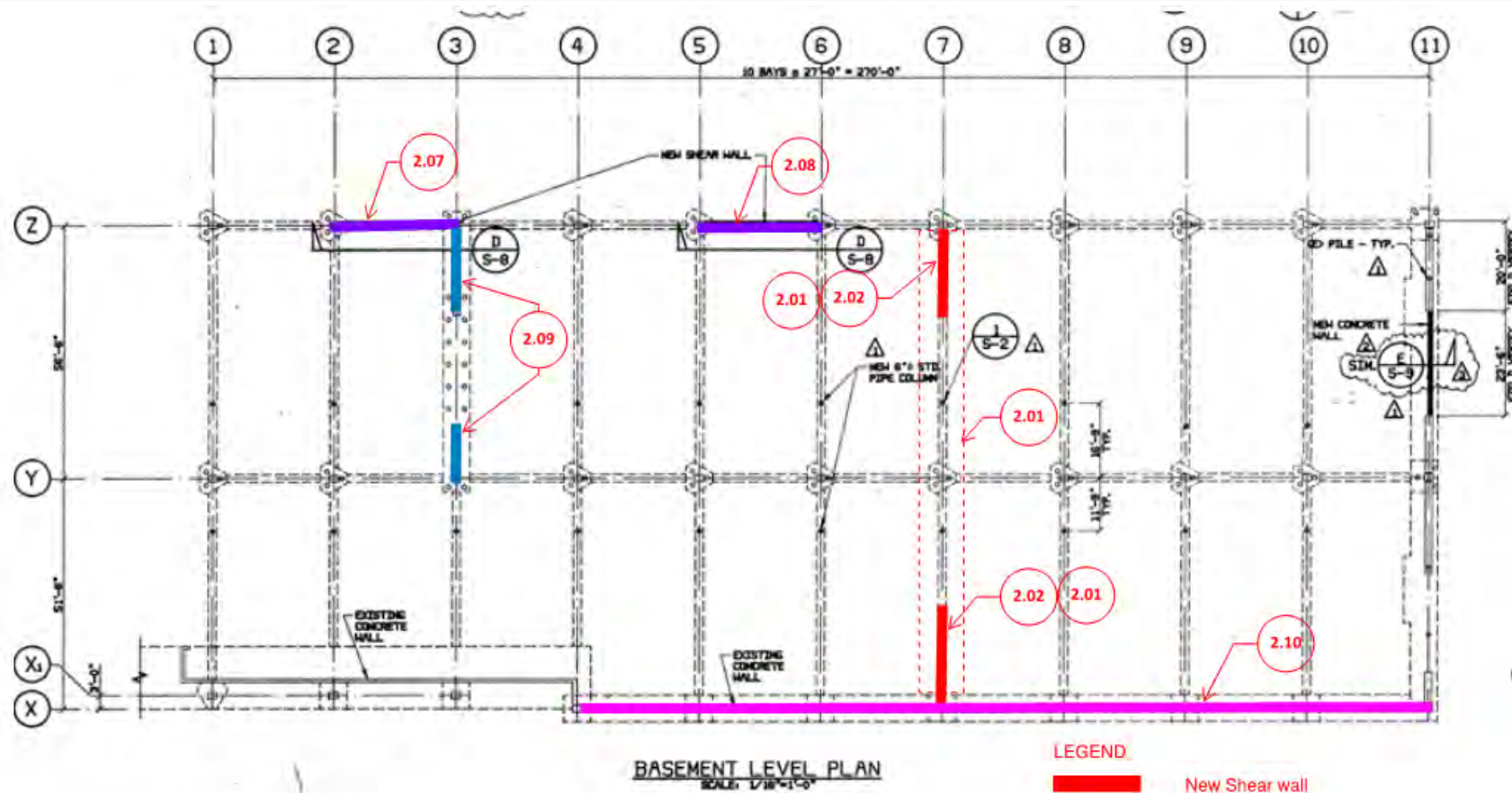


**PARKING STRUCTURE AREAS WITH PROPOSED SEISMIC RESTORATION
PER ASCE 41-17 RECOMMENDATIO**

Work Item Legend

Item No.	Work Item Description
1.00	General Conditions
1.10	Mobilization & General Conditions
2.00	Seismic Structural Repairs
2.01	Install (24) new drilled piers
2.02	Install (5) new concrete shear walls at Pier and Basement Level
2.03	Addition of carbon fiber wrapping at Line 3 and X at waffle shear wall at Pier Level
2.04	Addition of shear wall drag reinforcement at Village Level at line Z.1
2.05	Addition of carbon fiber wrap at precast double tee stems (Village & Pier Level) near line Z
2.06	Addition of carbon fiber wrap at CIP Shear walls ends for confinement at line 11 at the Pier Level, at Line Z at CIP columns at lines 2, 3, 5, and 6 at Pier Level
2.07	Thickening of CIP shear wall at line Z (2-3) at Basement Level
2.08	Thickening of CIP shear wall at line Z (5-6) at Basement Level
2.09	Thickening of CIP shear walls at line 3 at Basement Level
2.10	Thickening of CIP shear wall at line X (4-11) at Basement Level
2.11	Thickening of CIP shear wall at line 11 (at grid Y) at Pier Level
2.12	Addition of slab reinforcement at Shear walls (East-West direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)
2.13	Addition of slab reinforcement at Shear walls (North-South direction) at Village and Pier Level (i.e., chord/drag reinforcement, and shear transfer reinforcement)
2.14	Strengthen CIP column at Grid line 3 and Z at Pier Level

Figure 3.1-Sesimic Structural Work Item Locations– Basement Level



FLOOR PLAN - BASEMENT PLAN

Note: All highlighted and bubbled areas with potential seismic repairs are based on and limited to requirements specified in ASCE 41-17

Figure 3.2-Sesimic Structural Work Item Locations–Pier Level

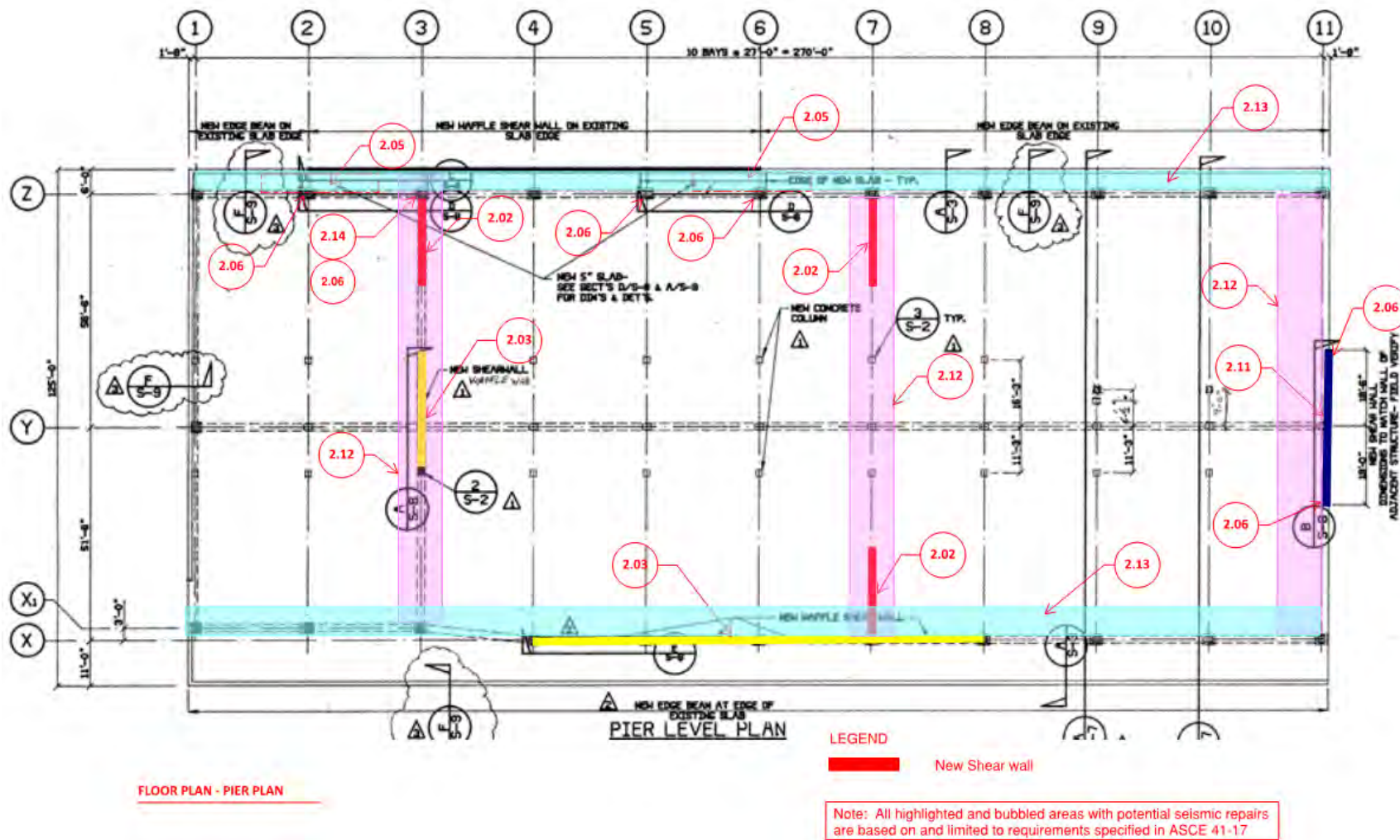
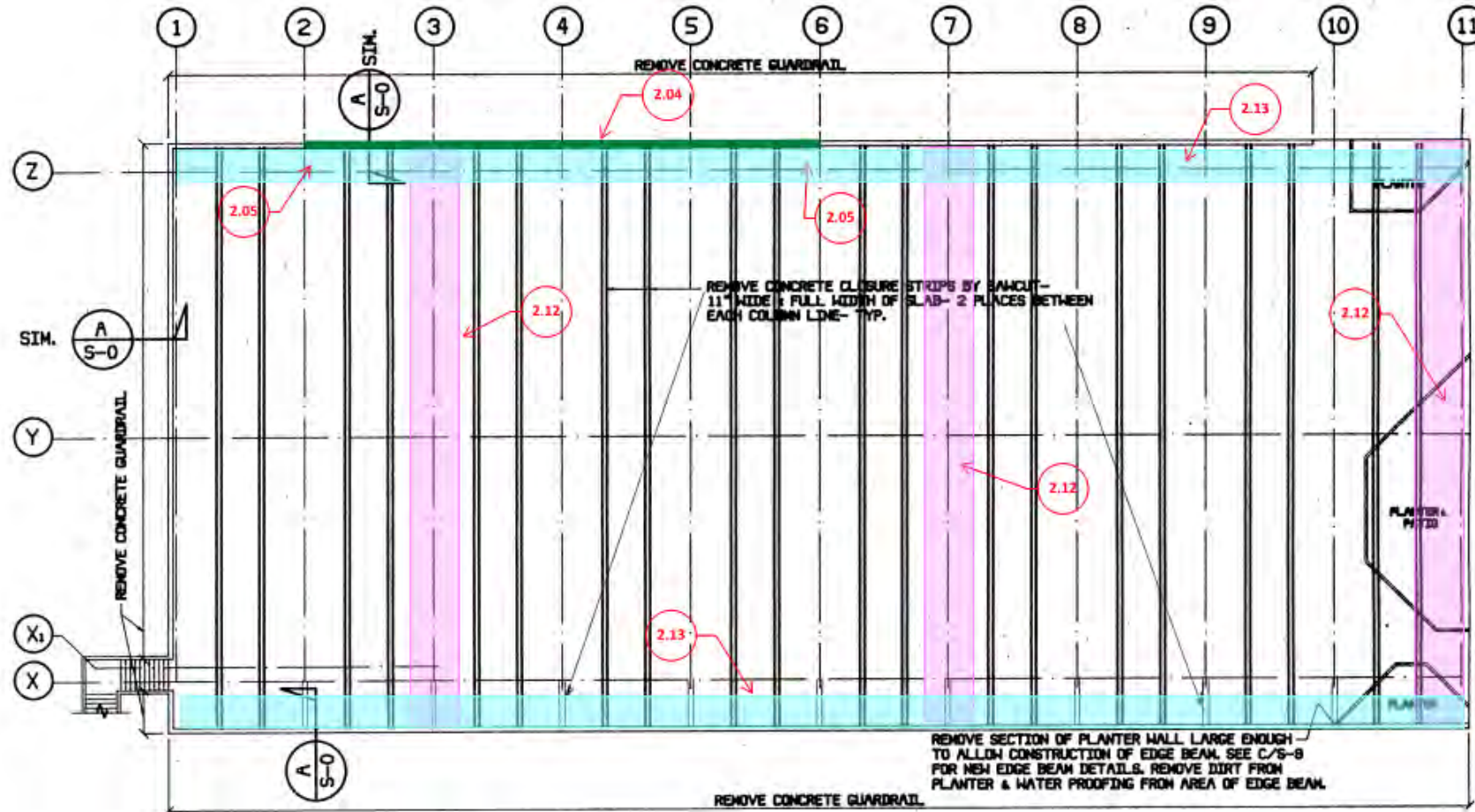


Figure 3.3-Seismic Structural Work Item Locations– Village Level



FLOOR PLAN - VILLAGE PLAN

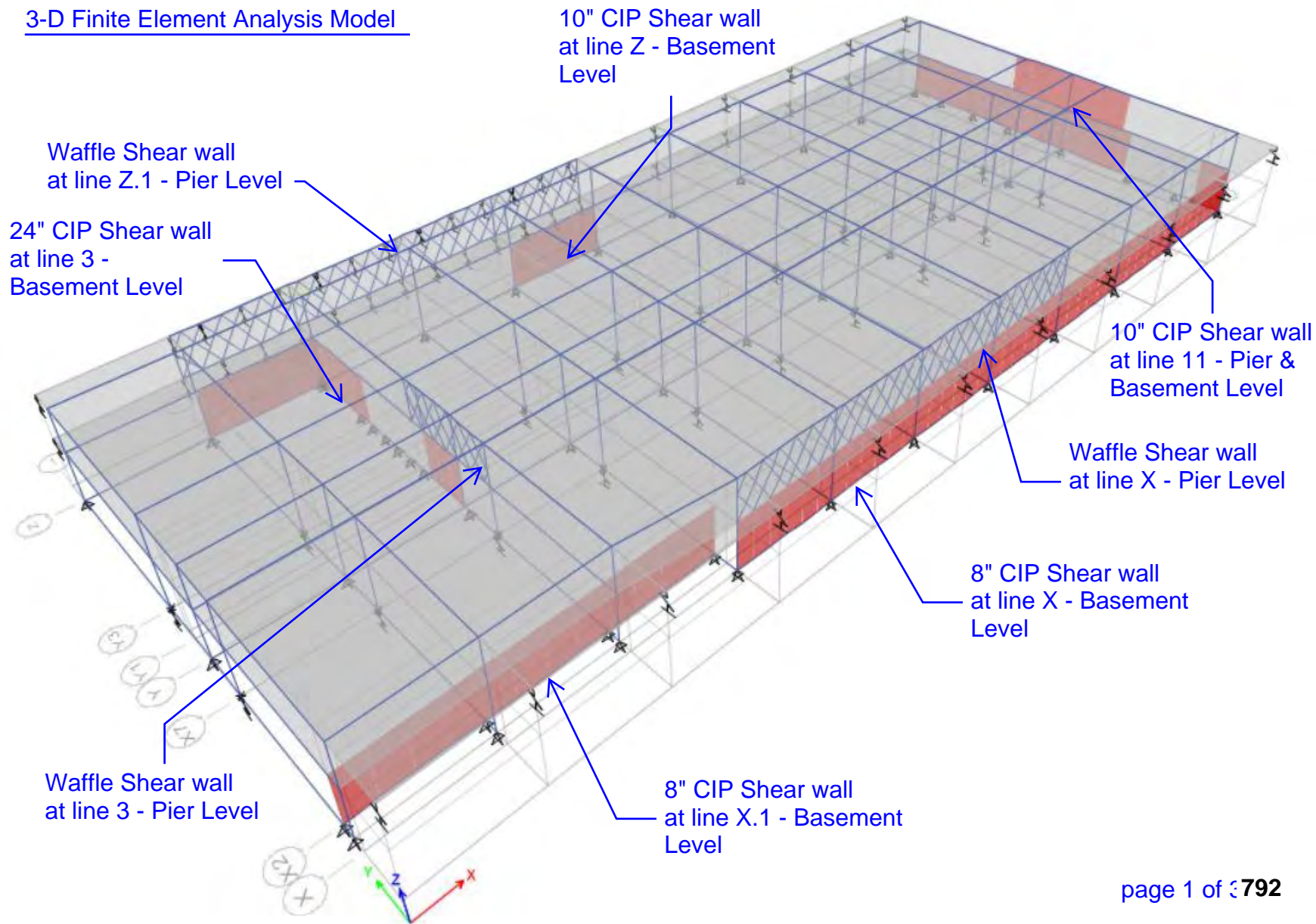
Note: All highlighted and bubbled areas with potential seismic repairs are based on and limited to requirements specified in ASCE 41-17



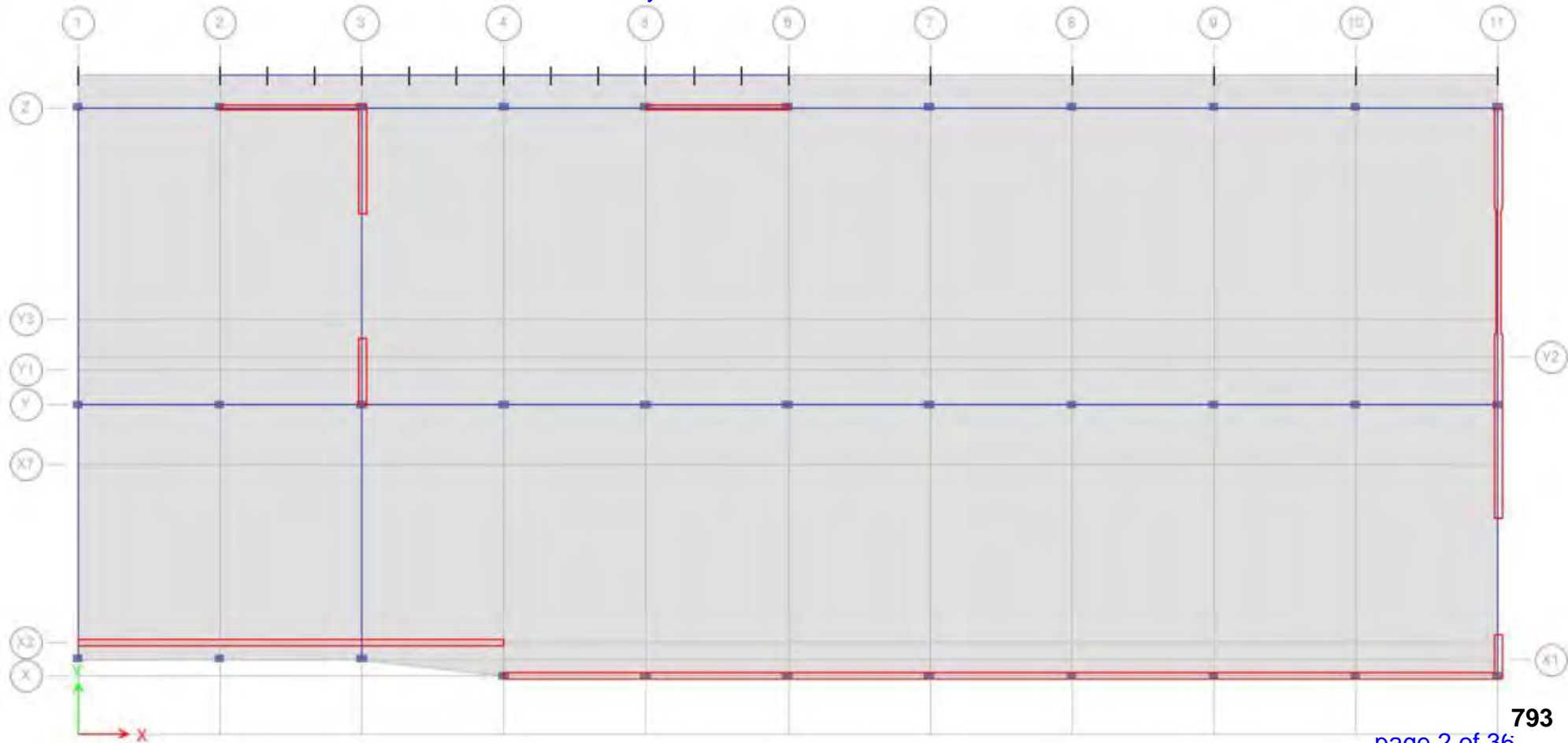
WALKER
CONSULTANTS



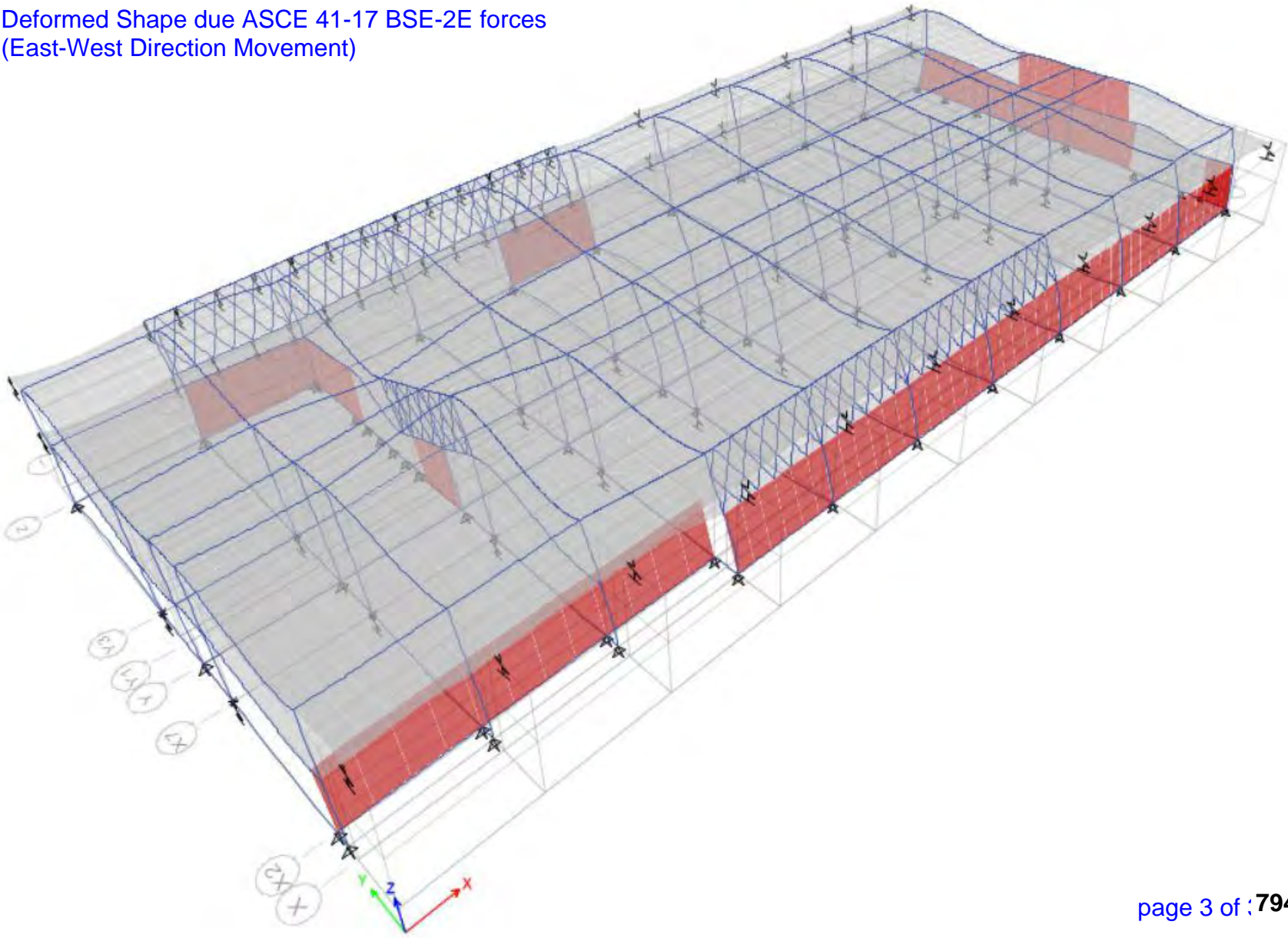
3-D Finite Element Analysis Model



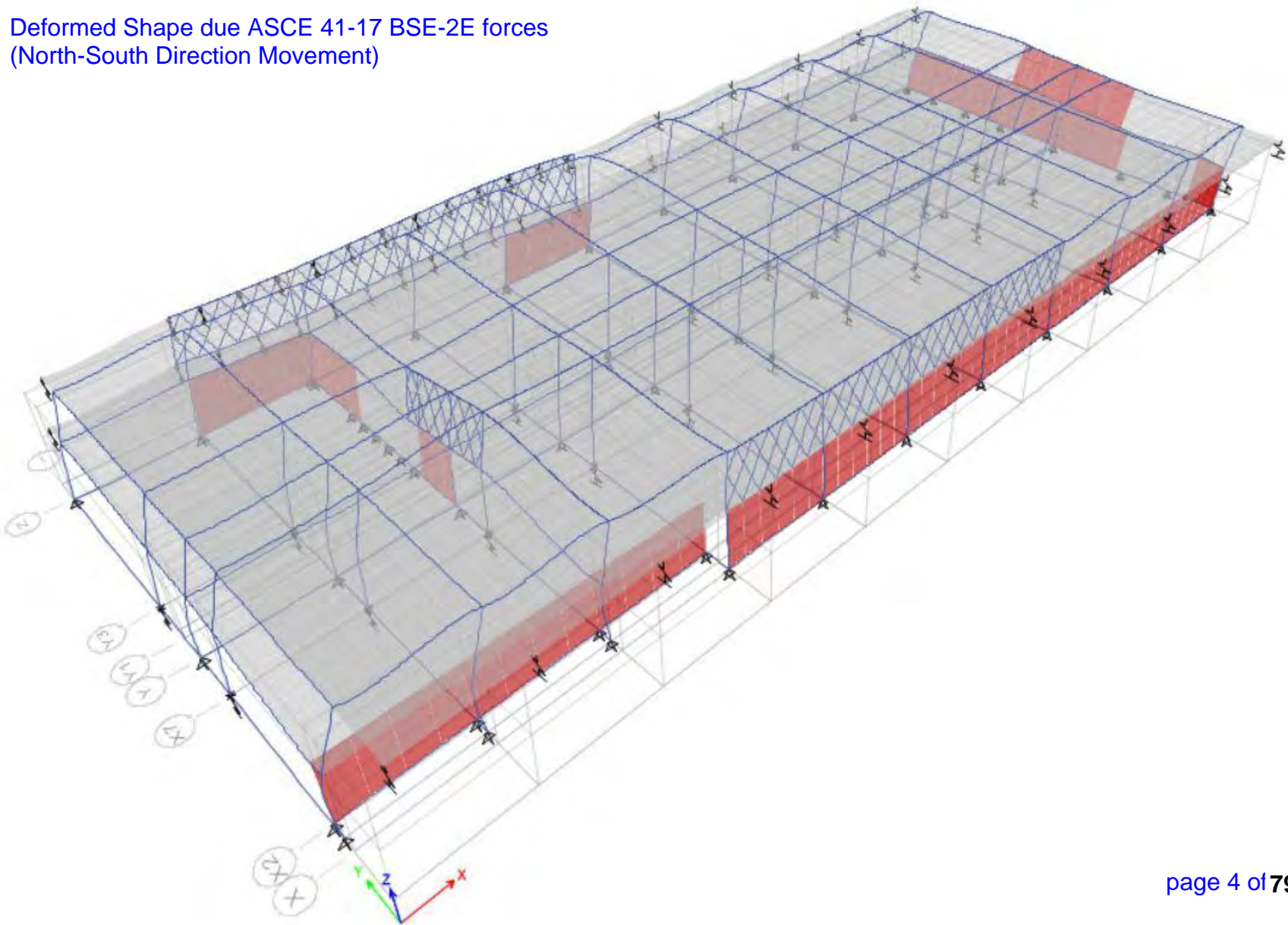
Plan Layout of Shear walls



Deformed Shape due ASCE 41-17 BSE-2E forces
(East-West Direction Movement)



Deformed Shape due ASCE 41-17 BSE-2E forces
(North-South Direction Movement)





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CLIENT	City of Redondo Beach	SECTION	ASCE 41-17
PROJECT	North Pier	SHEET	1 OF 2
JOB No	37-009397.00	DRAWING NO	
CALCULATION BY	Sohban S. Khan	DATE	02-10-2022
CHECKED BY	Sohban S. Khan	DATE	
APPROVED BY		Units	Kips-inches
OBJECT	<u>Seismic parameters per ASCE 41-17</u>		

Given Data:

Determine DCR for each action item like, axial, moment and shear applied on a primary component. If component DCR exceeds the lesser of 3.0 and the m-factor for the component action and structure has any irregularity then Linear Static Procedure for analysis is not applicable.

Assume, $DCR_{max} := 3.0$ using initial values of C_1 , C_2 , C_m equal 1.0

No. of stories, $N_s := 2$

Concrete or Masonry shear wall building, $C_m := 1.0$ See Table 7-4

Site Class, D Site class factor, $a := 60$ for Site Class D, E, and F

Fundamental period of the building, $T_{1x} := 0.2$ $T_{1y} := 0.29$

Ratio of required elastic strength to the yield strength,

$$\mu_{strength} := \max\left(\frac{DCR_{max}}{1.5} \cdot C_m, 1.0\right) \quad \text{from Appendix C7.4.1.3 - Eq: C7-3}$$

$$\mu_{strength} = 2$$

$$C_{1x} := 1 + \frac{\mu_{strength} - 1}{a \cdot T_{1x}^2} \quad C_{1x} = 1.417 \quad C_{1y} := 1 + \frac{\mu_{strength} - 1}{a \cdot T_{1y}^2} \quad C_{1y} = 1.198$$

$$C_{2x} := 1 + \frac{1}{800} \cdot \left(\frac{\mu_{strength} - 1}{T_{1x}}\right)^2 \quad C_{2x} = 1.031 \quad C_{2y} := 1 + \frac{1}{800} \cdot \left(\frac{\mu_{strength} - 1}{T_{1y}}\right)^2 \quad C_{2y} = 1.015$$

$$C_{1x} \cdot C_{2x} = 1.461 \quad C_{1y} \cdot C_{2y} = 1.216$$

2/10/2022

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For Concrete Shear walls, m-factors are defined in Chapter 10 for different wall conditions

$m_{\max} := 4$ (Assume but will verify later)

Per Table 7-3 Maximum value of $C_1C_2 = 1.4$ for $m_{\max} = 4$

Selection of BPOE

$$\text{BSE-2E } S_{xs} = 1.413$$

$$\text{BSE-1E } S_{xs} = 0.81$$

$$\text{BSE-2E/BSE-1E} = 1.744$$

If ratio of Collapse Prevention m-factor to Life Safety m-factor is less than 1.744, Collapse Prevention in the BSE-2E will be more severe performance objective.

Shear walls controlled by Shear w/ axial load

$$m_{LS} = 2$$

$$m_{CP} = 3$$

$$m_{CP}/m_{LS} = 1.5$$

Non-conforming Shear walls in flexure, low axial & shear

$$m_{LS} = 2.5$$

$$m_{CP} = 4$$

$$m_{CP}/m_{LS} = 1.6$$

Collapse Prevention @ BSE-2E will govern the Evaluation

Project Title: **North Pier Parking Structure**

Project Engineer: **Sohban S. Khan, P.E.**

Engineer of Record:

Date: **2/11/2022**

Historical Seismic Force Comparison

Seismic Dead Weight = 9661 kips (prior to 1991 repairs)

Seismic Dead Weight = 10728 kips (after 1991 repairs)

UBC/ASCE 7 seismic code forces

Year	Acc. %W	V_e		% diff
1961	0.1333	1287.81	Service Level	1.0
1991	0.1833	1966.44	Service Level	1.53
2005	0.269	2885.83	Factored Level	1.13
2010	0.218	2338.70	Factored Level	0.81
2016	0.253	2714.18	Factored Level	1.16

ASCE 31/41 Pseudo Lateral forces (BSE-2E) - Tier 2

X-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	1.547	16596.22	ASCE 31-03	1.0
2013	1.743	18698.90	ASCE 41-13	1.13
2017	2.059	22088.95	ASCE 41-17	1.18

ASCE 31/41 Pseudo Lateral forces (BSE-2E) - Tier 2

Y-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	1.308	14032.22	ASCE 31-03	1.0
2013	1.474	15813.07	ASCE 41-13	1.13
2017	1.741	18677.45	ASCE 41-17	1.18

ASCE 31/41 Pseudo Lateral forces (BSE-1E) - Tier 2

X-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	0.887	9515.74	ASCE 31-03	1.0
2013	1.096	11757.89	ASCE 41-13	1.24
2017	1.18	12659.04	ASCE 41-17	1.08

ASCE 31/41 Pseudo Lateral forces (BSE-1E) - Tier 2

Y-Direction Psuedo Lateral Forces

Year	Acc. %W	V_{xe}		% diff
2012	0.75	8046.00	ASCE 31-03	1.0
2013	0.9266	9940.56	ASCE 41-13	1.24
2017	0.9979	10705.47	ASCE 41-17	1.08



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CLIENT City of Redondo Beach
PROJECT North Pier
JOB No 37-009397.00
CALCULATION BY Sohban S. Khan
CHECKED BY Sohban S. Khan
APPROVED BY
SECTION ASCE 31-03
SHEET 1 OF 6
DRAWING NO
DATE 12-15-2021
DATE
Units Kips-inches
OBJECT ASCE 31-03 Seismic Force Distribution for Tier 1 Analysis

Given Data:

Project zip code = 90277 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, $s_u = 1000$ to 2000 psf, $v_s = 600$ to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.466 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.624 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.5$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$ $S_{xs} = 1.466 \cdot g$ Ref: Eq (2-1) These are the spectral design values for BSE-2N

$S_{x1} := F_v \cdot S_1$ $S_{x1} = 0.936 \cdot g$ Ref: Eq (2-2)

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$$T_s := \frac{S_{x1}}{S_{xs}} \quad T_s = 0.638$$

$$T_0 := 0.2 \cdot T_s \quad T_0 = 0.128$$

$$\beta := 0.05 \quad B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))} \quad B_1 = 1.002$$

$$T_L := 8$$

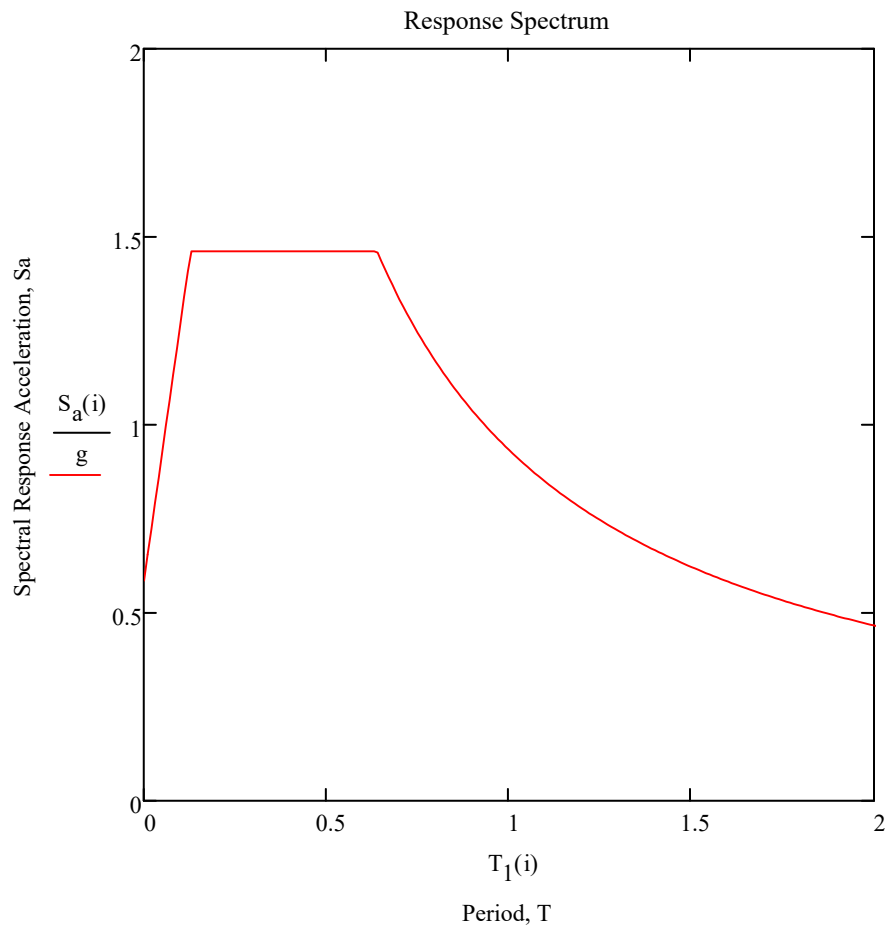


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$$i := 0, 0.01 \dots T_L \quad T_1(i) := i$$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$



12/15/2021

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$$S_{DS_1N} := 0.67 \cdot S_{xs} \quad S_{DS_1N} = 0.982 \cdot g \quad \text{These are the spectral design values for BSE-1N}$$

$$S_{D1_1N} := 0.67 \cdot S_{x1} \quad S_{D1_1N} = 0.627 \cdot g$$

$$S_{DS_2E} := 0.7437 \cdot S_{xs} \quad S_{DS_2E} = 1.09 \cdot g \quad \text{These are the spectral design values for BSE-2E}$$

$$S_{D1_2E} := 0.758 \cdot S_{x1} \quad S_{D1_2E} = 0.709 \cdot g$$

$$S_{DS_1E} := 0.4263 \cdot S_{xs} \quad S_{DS_1E} = 0.625 \cdot g \quad \text{These are the spectral design values for BSE-1E}$$

$$S_{D1_1E} := 0.385 \cdot S_{x1} \quad S_{D1_1E} = 0.36 \cdot g$$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)} \quad |h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$$C_t := 0.02 \quad x := 0.75 \quad T_a := C_t \cdot (|h_n|)^x \quad T_a = 0.217$$

$$T_a := 0.1N \quad T_a = 0.200$$

$$C_u := 1.4 \quad T_{x_calc} := 0.13 \quad T_{y_calc} := 0.29$$

$$T_{max} := C_u \cdot T_a \quad T_{max} = 0.304$$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 145 \quad A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 145$

Structural dead load at roof level in pounds per square foot $w_r := 205 \quad A_r := 33750$

$$\text{Seismic dead load in kips} \quad W := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot A_f + w_r \cdot A_r]}{1000} \quad W = 11554.11$$

Calculation for Design Base Shear in X and Y direction (using ASCE 31-03) - Tier 1

$$C := 1.2 \quad S_{a_tier1} := \min\left(\frac{S_{xs}}{g}, \frac{S_{x1}}{T_a \cdot g}\right) \quad S_{a_tier1} = 1.466$$

$$C \cdot S_{a_tier1} = 1.759$$



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$$V_w := C \cdot S_{a_tier1} \cdot W$$

$V = 20325.99$ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level

$$V_{2E} := 0.7437 \cdot V \quad V_{2E} = 15116.44 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{1E} := 0.4263 \cdot V \quad V_{1E} = 8664.97 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$i := 1..N$

$$w'(i) := \begin{cases} w1 \cdot \frac{A1}{1000} & \text{if } i = 1 \\ w_typ \cdot \frac{Af}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} wr \cdot \frac{Ar}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$i := N..N-1$

$$k_x := \begin{cases} 1 & \text{if } T_{x_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$

$$k_y := \begin{cases} 1 & \text{if } T_{y_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$F_x(i) := C_{vx}(i) \cdot V_{1E}$	$S_x(x) := \sum_{i=x}^N F_x(i)$	$i =$	$C_{vx}(i) =$	$C_{vy}(i) =$	$h'(i) =$								
		<table border="1"><tr><td>2</td></tr><tr><td>1</td></tr></table>	2	1	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>0.734</td></tr><tr><td>0.266</td></tr></table>	0.734	0.266	<table border="1"><tr><td>24</td></tr><tr><td>13</td></tr></table>	24	13
2													
1													
0.734													
0.266													
0.734													
0.266													
24													
13													
$F_y(i) := C_{vy}(i) \cdot V_{1E}$	$S_y(x) := \sum_{i=x}^N F_y(i)$												



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$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

- **Design story forces (Pier and Village level)**

Story Weight

Lateral Story Forces

Cumm. Story shears

w(i) =

6918.8
4635.4

|Fx(i)| =

6357.74
2307.23

|Fy(i)| =

6357.74
2307.23

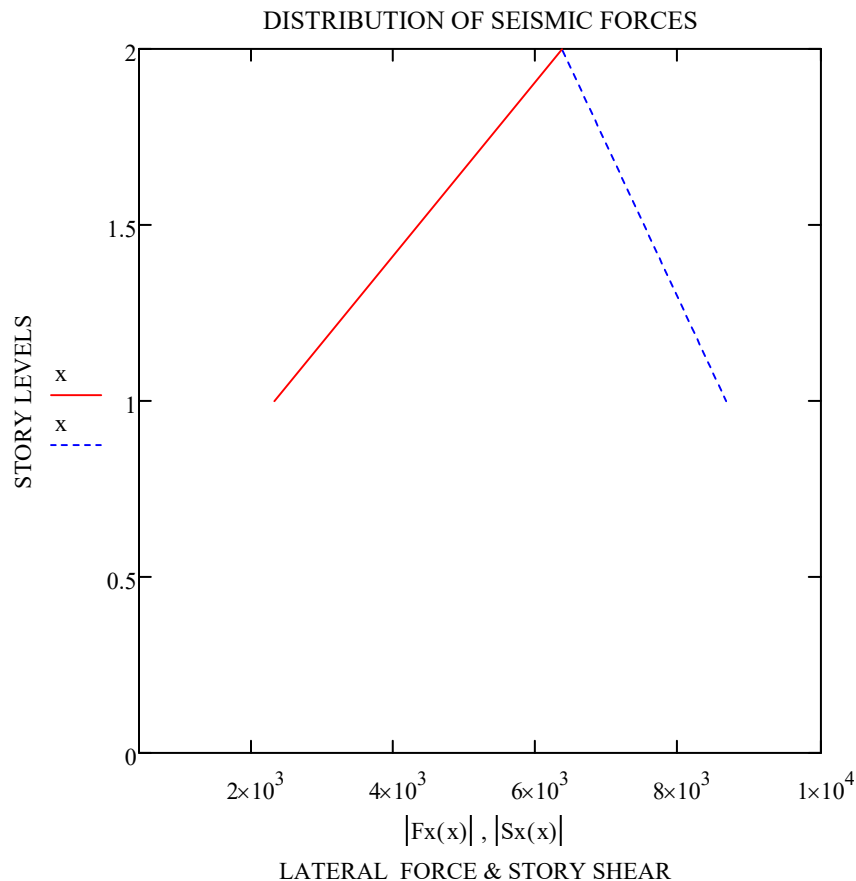
|Sx(i)| =

6357.74
8664.97

|Sy(i)| =

6357.74
8664.97

$x := 1..N$





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- Diaphragm Seismic Forces**

$i := 1..N$

$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

- Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6918.75	6357.74	6357.74	1	0.919
1	4635.36	3476.27	2307.23	1.507	0.498

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6918.75	6357.74	6357.74	1	0.919
1	4635.36	3476.27	2307.23	1.507	0.498



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CLIENT City of Redondo Beach
PROJECT North Pier
JOB No 37-009397.00
CALCULATION BY Sohban S. Khan
CHECKED BY Sohban S. Khan
APPROVED BY
SECTION ASCE 41-17
SHEET 1 OF 6
DRAWING NO
DATE 12-15-2021
DATE
Units Kips-inches
OBJECT ASCE 41-17 Seismic Force Distribution for Tier 1 Analysis

Given Data:

Project zip code = 90277 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, $s_u = 1000$ to 2000 psf, $v_s = 600$ to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.9 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.686 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.7$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$ $S_{xs} = 1.9 \cdot g$ Ref: Eq (2-1) These are the spectral design values for BSE-2N

$S_{x1} := F_v \cdot S_1$ $S_{x1} = 1.166 \cdot g$ Ref: Eq (2-2)

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$$T_s := \frac{S_{x1}}{S_{xs}} \quad T_s = 0.614$$

$$T_0 := 0.2 \cdot T_s \quad T_0 = 0.123$$

$$\beta := 0.05 \quad B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))} \quad B_1 = 1.002$$

$$T_L := 8$$

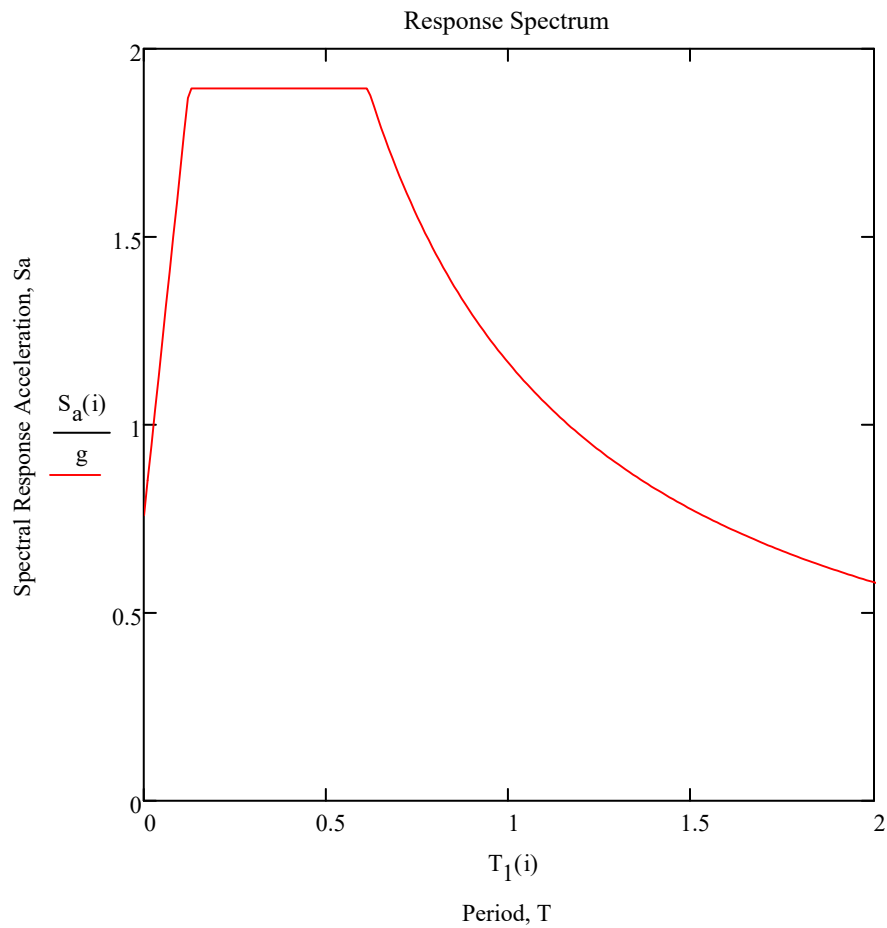


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$i := 0, 0.01 \dots T_L \quad T_1(i) := i$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$



12/15/2021

2



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$S_{DS_1N} := 0.67 \cdot S_{xs}$ $S_{DS_1N} = 1.273 \cdot g$ These are the spectral design values for BSE-1N

$S_{D1_1N} := 0.67 \cdot S_{x1}$ $S_{D1_1N} = 0.781 \cdot g$

$S_{DS_2E} := 0.7437 \cdot S_{xs}$ $S_{DS_2E} = 1.413 \cdot g$ These are the spectral design values for BSE-2E

$S_{D1_2E} := 0.758 \cdot S_{x1}$ $S_{D1_2E} = 0.884 \cdot g$

$S_{DS_1E} := 0.4263 \cdot S_{xs}$ $S_{DS_1E} = 0.81 \cdot g$ These are the spectral design values for BSE-1E

$S_{D1_1E} := 0.385 \cdot S_{x1}$ $S_{D1_1E} = 0.449 \cdot g$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)}$ $|h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$C_t := 0.02$ $x := 0.75$ $T_a := C_t \cdot (|h_n|)^x$ $T_a = 0.217$

$T'a := 0.1N$ $T'a = 0.200$

$C_u := 1.4$ $T_{x_calc} := 0.13$ $T_{y_calc} := 0.29$

$T_{max} := C_u \cdot T_a$ $T_{max} = 0.304$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 145$ $A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 145$

Structural dead load at roof level in pounds per square foot $wr := 205$ $Ar := 33750$

Seismic dead load in kips $\underline{W} := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot Af + wr \cdot Ar]}{1000}$ $W = 11554.11$

Calculation for Design Base Shear in X and Y direction (using ASCE 41-17) - Tier 1

$\underline{C} := 1.2$ $S_{a_tier1} := \min\left(\frac{S_{xs}}{g}, \frac{S_{x1}}{T_a \cdot g}\right)$ $S_{a_tier1} = 1.9$

$C \cdot S_{a_tier1} = 2.28$



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$$V_w := C \cdot S_{a_tier1} \cdot W$$

$V = 26343.37$ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level

$$V_{2E} := 0.7437 \cdot V \quad V_{2E} = 19591.56 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{1E} := 0.4263 \cdot V \quad V_{1E} = 11230.18 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$i := 1..N$

$$w'(i) := \begin{cases} w1 \cdot \frac{A1}{1000} & \text{if } i = 1 \\ w_typ \cdot \frac{Af}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} w1 \cdot \frac{Ar}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$i := N..N-1$

$$k_x := \begin{cases} 1 & \text{if } T_{x_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$

$$k_y := \begin{cases} 1 & \text{if } T_{y_calc} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_calc} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$$F_x(i) := C_{vx}(i) \cdot V_{1E} \quad S_x(x) := \sum_{i=x}^N F_x(i) \quad i = \begin{matrix} 2 \\ 1 \end{matrix} \quad C_{vx}(i) = \begin{matrix} 0.734 \\ 0.266 \end{matrix} \quad C_{vy}(i) = \begin{matrix} 0.734 \\ 0.266 \end{matrix} \quad h'(i) = \begin{matrix} 24 \\ 13 \end{matrix}$$

$$F_y(i) := C_{vy}(i) \cdot V_{1E} \quad S_y(x) := \sum_{i=x}^N F_y(i)$$



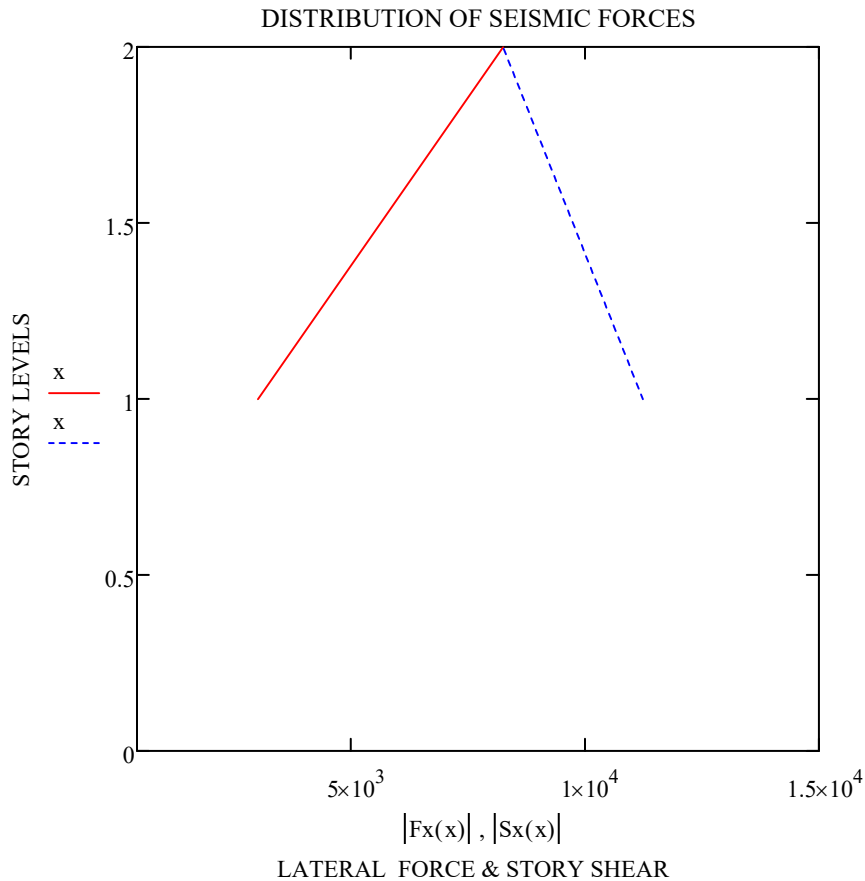
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$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

- **Design story forces (Pier and Village level)**

<u>Story Weight</u>	<u>Lateral Story Forces</u>		<u>Cumm. Story shears</u>	
w(i) =	Fx(i) =	Fy(i) =	Sx(i) =	Sy(i) =
6918.8	8239.91	8239.91	8239.91	8239.91
4635.4	2990.27	2990.27	11230.18	11230.18

$x := 1..N$





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- Diaphragm Seismic Forces**

$i := 1..N$

$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

- Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6918.75	8239.91	8239.91	1	1.191
1	4635.36	4505.4	2990.27	1.507	0.645

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6918.75	8239.91	8239.91	1	1.191
1	4635.36	4505.4	2990.27	1.507	0.645



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CLIENT City of Redondo Beach SECTION ASCE 41-17
PROJECT North Pier SHEET 1 OF 7
JOB No 37-009397.00 DRAWING NO
CALCULATION BY Sohban S. Khan DATE 02-10-2022
CHECKED BY Sohban S. Khan DATE
APPROVED BY Units Kips-inches
OBJECT ASCE 41-17 Seismic Force Distribution for Tier 2 Analysis

Given Data:

Project zip code = 90278 Latitude = 33.839 North, Longitude = -118.389 West

Ref: Table 1613.5.2

Site Class, D Stiff soil
N = 15 to 509, $s_u = 1000$ to 2000 psf, $v_s = 600$ to 1200 ft/sec

Seismic Hazard Level = BSE-2N - (i.e., seismic hazard with a 2% probability of exceedence in 50 years)

Mapped spectral accelerations for short periods	$S_s := 1.9 \cdot g$	per SEAOC Maps
Mapped spectral accelerations for a 1-sec. period	$S_1 := 0.688 \cdot g$	per SEAOC Maps
Site coefficient F_a as function of S_s and Site Class,	$F_a := 1.0$	per Table 2-3
Site coefficient F_v as function of S_1 and Site Class,	$F_v := 1.7$	per Table 2-3

Design Spectral Response Acceleration Parameters:

$S_{xs} := F_a \cdot S_s$ $S_{xs} = 1.9 \cdot g$ Ref: Eq (2-1) These are the spectral design values for BSE-2N

$S_{x1} := F_v \cdot S_1$ $S_{x1} = 1.17 \cdot g$ Ref: Eq (2-2)

Seismic Use Group, II "Parking Structure falls under Risk Category II"

$$T_s := \frac{S_{x1}}{S_{xs}} \quad T_s = 0.616$$

$$T_0 := 0.2 \cdot T_s \quad T_0 = 0.123$$

$$\beta := 0.05 \quad B_1 := \frac{4}{(5.6 - \ln(100 \cdot \beta))} \quad B_1 = 1.002$$

$$T_L := 8$$

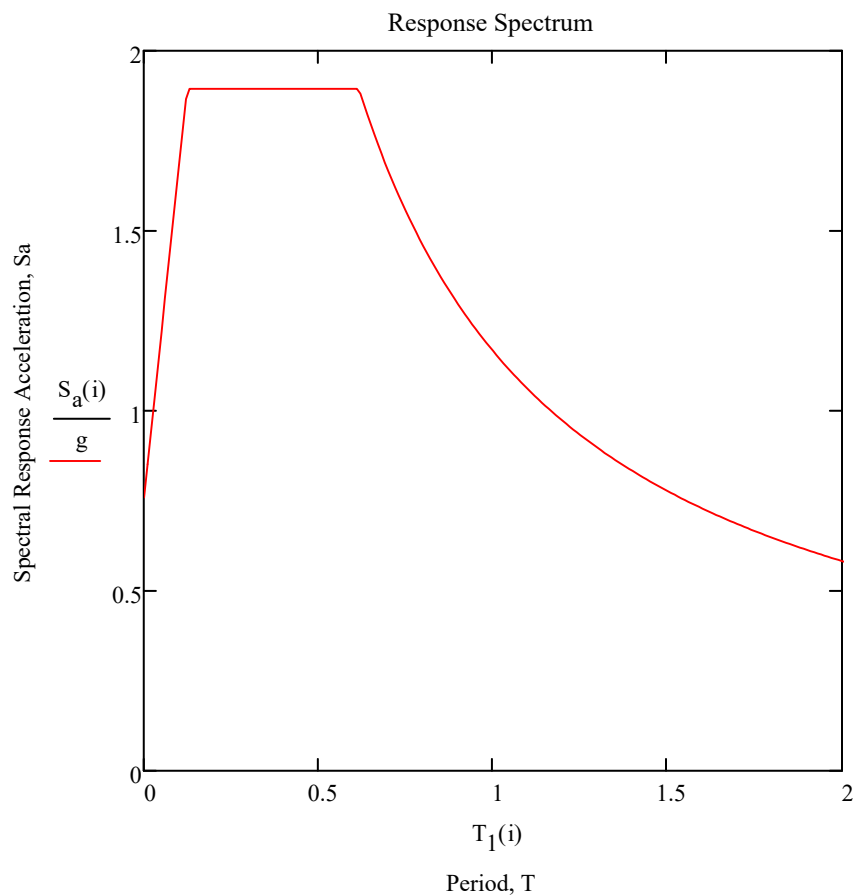


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$$i := 0, 0.01 \dots T_L \quad T_1(i) := i$$

Response Spectrum

$$S_a(i) := \begin{cases} S_{xs} \cdot \left[\left(\frac{5}{B_1} - 2 \right) \cdot \frac{T_1(i)}{T_s} + 0.4 \right] & \text{if } T_1(i) \leq T_0 \\ \frac{S_{xs}}{B_1} & \text{if } T_0 < T_1(i) < T_s \\ \frac{S_{x1}}{(B_1 \cdot T_1(i))} & \text{if } T_s < T_1(i) < T_L \\ \frac{T_L \cdot S_{x1}}{(B_1 \cdot T_1(i)^2)} & \text{if } T_1(i) > T_L \end{cases}$$





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$$S_{DS_1N} := 0.67 \cdot S_{xs} \quad S_{DS_1N} = 1.273 \cdot g \quad \text{These are the spectral design values for BSE-1N}$$

$$S_{D1_1N} := 0.67 \cdot S_{x1} \quad S_{D1_1N} = 0.784 \cdot g$$

$$S_{DS_2E} := 0.7437 \cdot S_{xs} \quad S_{DS_2E} = 1.413 \cdot g \quad \text{These are the spectral design values for BSE-2E}$$

$$S_{D1_2E} := 0.758 \cdot S_{x1} \quad S_{D1_2E} = 0.887 \cdot g$$

$$S_{DS_1E} := 0.4263 \cdot S_{xs} \quad S_{DS_1E} = 0.81 \cdot g \quad \text{These are the spectral design values for BSE-1E}$$

$$S_{D1_1E} := 0.385 \cdot S_{x1} \quad S_{D1_1E} = 0.45 \cdot g$$

Building Structure is assigned level of Seismicity as 'High'

Number of supported levels $N := 2$ Seismic shear is distributed to 2 levels above Ground Level

Building story heights $h := (13 \ 11 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0 \ 0)$

Total Height of the building $h_n := \sum_{i=1}^N h_{(i-1)} \quad |h_n| = 24$ Heights from E.T.F to Mid-Ridge Height

Building fundamental Time Period
in two orthogonal directions

$$C_t := 0.02 \quad x := 0.75 \quad T_a := C_t \cdot (|h_n|)^x \quad T_a = 0.217$$

$$T'_a := 0.1N \quad T'_a = 0.200$$

$$C_u := 1.4 \quad T_{x_calc} := 0.13 \quad T_{y_calc} := 0.29$$

$$T_{max} := C_u \cdot T_a \quad T_{max} = 0.304$$

Area of typical floor in square foot $A_f := 33750$

Structural dead load at 2nd level in pounds per square foot $w1 := 147 \quad A1 := 31968$

Structural dead load at typical supported level in pounds per square foot $w_typ := 147$

Structural dead load at roof level in pounds per square foot $w_r := 179 \quad A_r := 33750$

$$\text{Seismic dead load in kips} \quad W := \frac{[w1 \cdot A1 + w_typ \cdot (N - 2) \cdot A_f + w_r \cdot A_r]}{1000} \quad W = 10740.55$$

Calculation for Design Base Shear in X and Y direction (using ASCE 41-17)

X-Direction Seismic Lateral Forces



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$$C_{1x} := 1.417 \quad C_{2x} := 1.031 \quad C_{1x} \cdot C_{2x} = 1.461 \quad C_m := 1.0 \quad S_{av} := \frac{S_{xs}}{B_1 \cdot g} \quad S_a = 1.896$$

$$C_m \cdot C_{1x} \cdot C_{2x} \cdot S_a = 2.769$$

$$V_x := C_m \cdot C_{1x} \cdot C_{2x} \cdot S_a \cdot W$$

$$V_x = 29742.85 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N level}$$

$$V_{x_2E} := 0.7437 \cdot V_x \quad V_{x_2E} = 22119.76 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{x_1E} := 0.4263 \cdot V_x \quad V_{x_1E} = 12679.38 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Y-Direction Seismic Lateral Forces

$$C_{1y} := 1.198 \quad C_{2y} := 1.015 \quad C_{1y} \cdot C_{2y} = 1.216 \quad C_m \cdot C_{1y} \cdot C_{2y} \cdot S_a = 2.305$$

$$V_y := C_m \cdot C_{1y} \cdot C_{2y} \cdot S_a \cdot W$$

$$V_y = 24755.8 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2N}$$

$$V_{y_2E} := 0.7437 \cdot V_y \quad V_{y_2E} = 18410.89 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-2E level}$$

$$V_{y_1E} := 0.4263 \cdot V_y \quad V_{y_1E} = 10553.4 \text{ kips - Pseudo Seismic Force For Linear Static Procedure at BSE-1E level}$$

Vertical Distribution of Seismic Lateral Forces

$$i := 1..N$$

$$w'(i) := \begin{cases} w_1 \cdot \frac{A_1}{1000} & \text{if } i = 1 \\ w_{typ} \cdot \frac{A_f}{1000} & \text{otherwise} \end{cases} \quad h(i) := \begin{cases} |h^{(i-1)}| & \text{if } i = 1 \\ |h^{(i-1)}| & \text{otherwise} \end{cases}$$

$$w(i) := \begin{cases} w_r \cdot \frac{A_r}{1000} & \text{if } i = N \\ w'(i) & \text{otherwise} \end{cases} \quad h'(i) := \sum_{j=1}^i h(j)$$

$$i := N..N-1$$

$$k_x := \begin{cases} 1 & \text{if } T_{x_{calc}} \leq 0.5 \\ 1 + 0.5 \cdot (T_{x_{calc}} - 0.5) & \text{otherwise} \end{cases} \quad k_x = 1$$



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$$k_y := \begin{cases} 1 & \text{if } T_{y_{\text{calc}}} \leq 0.5 \\ 1 + 0.5 \cdot (T_{y_{\text{calc}}} - 0.5) & \text{otherwise} \end{cases} \quad k_y = 1$$

$$C_{vx}(i) := \left[\frac{w(i) \cdot h'(i)^{k_x}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_x})} \right] \quad C_{vy}(i) := \left[\frac{w(i) \cdot h'(i)^{k_y}}{\sum_{i=1}^N (w(i) \cdot h'(i)^{k_y})} \right]$$

$$F_x(i) := C_{vx}(i) \cdot V_{x_2E} \quad S_x(x) := \sum_{i=x}^N F_x(i) \quad i = \begin{bmatrix} 2 \\ 1 \end{bmatrix} \quad C_{vx}(i) = \begin{bmatrix} 0.704 \\ 0.296 \end{bmatrix} \quad C_{vy}(i) = \begin{bmatrix} 0.704 \\ 0.296 \end{bmatrix} \quad h'(i) = \begin{bmatrix} 24 \\ 13 \end{bmatrix}$$

$$F_y(i) := C_{vy}(i) \cdot V_{y_2E} \quad S_y(x) := \sum_{i=x}^N F_y(i)$$

$$\sum_{i=1}^N C_{vx}(i) = 1 \quad \sum_{i=1}^N C_{vy}(i) = 1$$

• **Design story forces (Pier and Village level)**

Story Weight

Lateral Story Forces

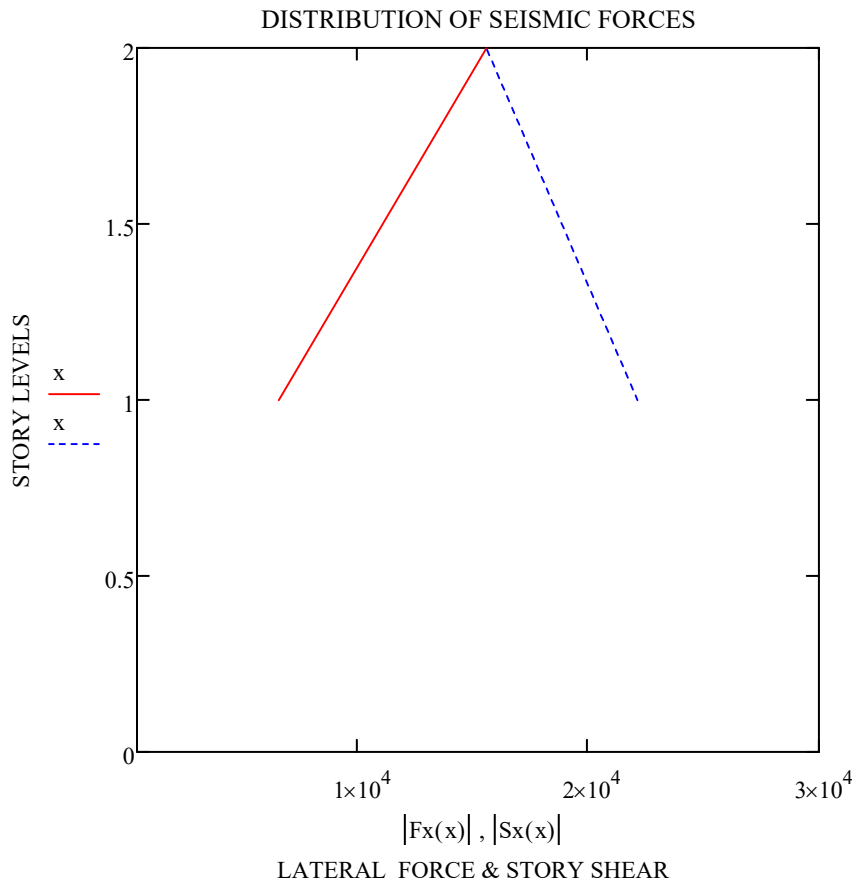
Cumm. Story shears

w(i) =	F _x (i) =	F _y (i) =	S _x (i) =	S _y (i) =
6041.3	15562.55	12953.14	15562.55	12953.14
4699.3	6557.21	5457.74	22119.76	18410.89



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$x := 1..N$



- **Diaphragm Seismic Forces**

$i := 1..N$



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$$F_{px}(x) := \frac{\sum_{i=x}^N F_x(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

$$F_{py}(x) := \frac{\sum_{i=x}^N F_y(i) \cdot w(x)}{\sum_{i=x}^N w(i)}$$

• **Design diaphragm seismic forces (Pier and Village level)**

$i := N..N - 1$

$i =$	$w(i) =$	$F_{px}(i) =$	$F_x(i) =$	$\frac{F_{px}(i)}{F_x(i)} =$	$\frac{F_x(i)}{w(i)} =$
2	6041.25	15562.55	15562.55	1	2.576
1	4699.3	9678.03	6557.21	1.476	1.395

$i =$	$w(i) =$	$F_{py}(i) =$	$F_y(i) =$	$\frac{F_{py}(i)}{F_y(i)} =$	$\frac{F_y(i)}{w(i)} =$
2	6041.25	12953.14	12953.14	1.201	2.144
1	4699.3	8055.29	5457.74	1.773	1.161

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Shear wall Flexural and Shear Capacity Check

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f'c psi	Steel fy ksi	Flexure m-factor		Shear m-factor		knowledge k-factor	Code Model	Pseudo Force Level	Wall Axial P _G (kips)	Wall Shear V _{UD} (kips)	Wall Moment M _{UD} (kips)
					LS	CP	LS	CP						
Pier Level at Line 11/Y	10	37.5	5500	60	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	295	4876	62420
Basement Level at Line 11/Y	15.5	78	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	555	7720	60306
Basement Level at Line 11/X	10	9	7000	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	183	384	2991
Basement Level at Line 3/Y	24	13	6600	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	771	2350	34374
Basement Level at Line 3/Z	24	21	5200	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	173	8161	80010
Basement Level at Line Z/(2-3)	10	29	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	110	3769	30870
Basement Level at Line Z/(5-6)	10	29	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	112.5	4144	33475
Basement Level at Line X2/(1-3)	8	82	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	582	2272	27104
Basement Level at Line X2/(4-11)	8	189	5500	50	2	2.5	2.5	3	1.00	ASCE 41-17	BSE-2E	582	13610	113424

Wall ID	Wall thick (in.)	Wall Length (ft.)	P _G /(t _w l _w f'c)	V _{UD} /(t _w l _w √ f'c)	V _{DE} /(t _w l _w √ f'c)	Confined Boundary	Wall Moment M _{CE} (kips)	Wall Shear V _{CE} (kips)	DCR Flexure	DCR Shear	Wall Shear Design, V _{DE}	Performance Acceptance Status	
												Flexure	Shear
Pier Level at Line 11/Y	10	37.5	0.01	14.61	6.97	Yes	25578	1558.46	2.440	3.13	2325.27	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line 11/Y	15.5	78	0.01	7.18	7.88	No	101703	5271.10	0.593	1.46	8475.25	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line 11/X	10	9	0.02	4.25	2.50	No	2716	299.52	1.101	1.28	226.33	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line 3/Y	24	13	0.03	7.73	4.06	No	14801	776.81	2.322	3.03	1233.42	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line 3/Z	24	21	0.01	18.71	3.98	No	20830	1144.41	3.841	7.13	1735.83	Wall is Overstressed in Flexure	Wall is Overstressed in Shear
Basement Level at Line Z/(2-3)	10	29	0.01	14.60	5.42	No	16798	1038.17	1.838	3.63	1399.83	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line Z/(5-6)	10	29	0.01	16.06	5.59	No	17312	1038.17	1.934	3.99	1442.67	Wall is OK in Flexure	Wall is Overstressed in Shear
Basement Level at Line X2/(1-3)	8	82	0.01	3.89	17.65	No	123667	2348.41	0.219	0.97	10305.58	Wall is OK in Flexure	Wall is OK in Shear
Basement Level at Line X2/(4-11)	8	189	0.01	10.11	11.30	No	182400	5412.79	0.622	2.51	15200.00	Wall is OK in Flexure	Wall is OK in Shear

Wall ID	Remarks
Pier Level at Line 11/Y	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line 11/Y	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line 11/X	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line 3/Y	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line 3/Z	Wall is overstressed in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line Z/(2-3)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line Z/(5-6)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention
Basement Level at Line X2/(1-3)	Wall is OK in Flexure and Shear for both Life Safety and Collapse Prevention
Basement Level at Line X2/(4-11)	Wall is overstressed in Shear for both Life Safety and Collapse Prevention

Table 10-21. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Flexure

Conditions	<i>m</i> -Factors ^a				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
LS		CP	LS	CP	
i. Structural walls and wall segments					
$\frac{(A_s - A'_s)f_{yE} + P^b}{t_w l_w f'_{cE}}$	$\frac{V^c}{t_w l_w \sqrt{f'_{cE}}}$	Confined Boundary ^d			
≤0.1	≤4	Yes	2	4	6
≤0.1	≥6	Yes	2	3	4
≥0.25	≤4	Yes	1.5	3	4
≥0.25	≥6	Yes	1.25	2	2.5
≤0.1	≤4	No	2	2.5	4
≥0.25	≥6	No	1.25	1.5	1.75
ii. Structural wall coupling beams ^e					
Longitudinal reinforcement and transverse reinforcement ^f		$\frac{V^c}{t_w l_w \sqrt{f'_{cE}}}$			
Conventional longitudinal reinforcement with conforming transverse reinforcement		≤3	2	4	6
Conventional longitudinal reinforcement with nonconforming transverse reinforcement		≥6	1.5	3	4
Diagonal reinforcement		NA	2	5	7

^a Linear interpolation between values listed in the table shall be permitted.
^b P is the axial force in the member. Alternatively, use of axial loads determined based on limit-state analysis shall be permitted.
^c V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.
^d A boundary element shall be considered confined where transverse reinforcement exceeds 75% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed 8d_b. It shall be permitted to take modeling parameters and acceptance criteria as 80% of confined values where boundary elements have at least 50% of the requirements given in ACI 318

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	<i>m</i> -Factors				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
		LS	CP	LS	CP
i. Structural walls and wall segments ^a					
$\frac{(A_s - A'_s)f_{yE} + P}{t_w l_w f'_{cE}} \leq 0.05$	2	2.5	3	4.5	6
$\frac{(A_s - A'_s)f_{yE} + P}{t_w l_w f'_{cE}} > 0.05$	1.5	2	3	3	4
ii. Structural wall coupling beams ^b					
Longitudinal reinforcement and transverse reinforcement ^c	$\frac{V_d}{t_w l_w \sqrt{f'_{cE}}}$				
Conventional longitudinal reinforcement with conforming transverse reinforcement	≤ 3	1.5	3	4	6
Conventional longitudinal reinforcement with nonconforming transverse reinforcement	≥ 6	1.2	2	2.5	3.5
	≤ 3	1.5	2.5	3	4
	≥ 6	1.2	1.2	1.5	2.5

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 A_g f_{cE}. It shall be permitted to calculate the axial load based on limit-state analysis.
^b For secondary coupling beams spanning <8 ft 0 in, with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing ≤ d/3, and (b) strength of closed stirrups V_s ≥ 3/4 of required shear strength of the coupling beam.
^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

- and spacing of transverse reinforcement does not exceed $8d_b$. Otherwise, boundary elements shall be considered not confined.
- ^e For secondary coupling beams spanning < 8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
- ^f Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $\leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Shear wall Reinforcement Check

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f`c (psi)	Wall Jamb Reinf.	Wall Reinf. Vertical	Wall Reinf. Horizonatal	Wall Reinf. Av (in^2/ft)	Steel fy ksi	Reinf Ratio	Ratio Limit	Shear m-factor		Code Model	Pseudo Force Level	Wall Axial P _G (kips)	Wall Shear V _{UD} (kips)
Line X (Basement Level)	8	88	5500		#6 @ 6" OC (center)	#5 @ 18" OC (center)	0.207	40	0.0022	0.002	2.5	3	ASCE 41-17	BSE-2E	772	2272
Line X (Basement Level)	8	189	5500		#6 @ 6" OC (center)	#5 @ 18" OC (center)	0.207	40	0.0022	0.002	2.5	3	ASCE 41-17	BSE-2E	2045	13610
Line Z (Basement Level) (2 - 3)	10	28	5500		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	836	3599
Line Z (Basement Level) (5 - 6)	10	28	5500		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	836	3811
Line 3 (Basement Level) at Line Y	24	13	6600	(9) #10	#4 @ 6" OC (EF)	#4 @ 18" OC (EF)	0.267	60	0.0009	0.002	2.5	3	ASCE 41-17	BSE-2E	725	2306
Line 3 (Basement Level) at Line Y	24	21	5200	(9) #10	#4 @ 6" OC (EF)	#4 @ 18" OC (EF)	0.267	60	0.0009	0.002	2.5	3	ASCE 41-17	BSE-2E	725	8161
Line 11 (Pier Level) at Line Y	10	37.5	7000		#4 @ 12" OC (EF)	#4 @ 12" OC (EF)	0.400	60	0.0033	0.002	2.5	3	ASCE 41-17	BSE-2E	295.5	5227

Wall ID	Wall thick (in.)	Wall Length (ft.)	Wall f`c (psi)	P/tw lw f`c	V/tw lw √f`c	Allowable Shear Stress (psi)	Wall Shear Stress (psi)	Wall Shear V _{CE} (kips)	DCR shear	Wall Shear Status	Wall Reinf. Status	Remarks
Line X (Basement Level)	8	88	5500	0.02	3.626	148.32	107.58	1980.51	1.15	OK	OK	Old wall built in 1962
Line X (Basement Level)	8	189	5500	0.02	10.114	148.32	300.04	4253.59	3.20	Not Good	OK	Old wall built in 1962
Line Z (Basement Level) (2 - 3)	10	28	5500	0.05	14.443	148.32	428.45	1170.37	3.08	Not Good	OK	New wall built in 1992
Line Z (Basement Level) (5 - 6)	10	28	5500	0.05	15.294	148.32	453.69	1170.37	3.26	Not Good	OK	New wall built in 1992
Line 3 (Basement Level) at Line Y	24	13	6600	0.03	7.581	162.48	246.37	816.33	2.82	Not Good	Not Good	Old wall built in 1962
Line 3 (Basement Level) at Line Y	24	21	5200	0.02	18.712	144.22	539.75	1208.25	6.75	Not Good	Not Good	Old wall built in 1962
Line 11 (Pier Level) at Line Y	10	37.5	7000	0.01	13.883	167.33	464.62	1652.99	3.16	Not Good	OK	New wall built in 1992

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	<i>m</i> -Factors				
	Performance Level				
	Component Type				
	IO	Primary		Secondary	
		LS	CP	LS	CP
i. Structural walls and wall segments ^a $\frac{(A_s - A'_s)f_{yE} + P}{t_w I_w f'_{cE}} \leq 0.05$	2	2.5	3	4.5	6
$\frac{(A_s - A'_s)f_{yE} + P}{t_w I_w f'_{cE}} > 0.05$	1.5	2	3	3	4
ii. Structural wall coupling beams ^b Longitudinal reinforcement and transverse reinforcement ^c $\frac{V_d}{t_w I_w \sqrt{f'_{cE}}}$					
Conventional longitudinal reinforcement with conforming transverse reinforcement ≤ 3	1.5	3	4	4	6
Conventional longitudinal reinforcement with nonconforming transverse reinforcement ≥ 6	1.2	2	2.5	2.5	3.5
Conventional longitudinal reinforcement with conforming transverse reinforcement ≤ 3	1.5	2.5	3	3	4
Conventional longitudinal reinforcement with nonconforming transverse reinforcement ≥ 6	1.2	1.2	1.5	1.5	2.5

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 $A_g f'_{cE}$. It shall be permitted to calculate the axial load based on limit-state analysis.

^b For secondary coupling beams spanning <8 ft 0 in, with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.

^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $\leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.

^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Waffle Shear wall Axial, Flexural and Shear Check

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	Wall f'c psi	Axial m-factor		Flexure m-factor		Shear m-factor		knowledge k-factor	Long. Reinf. As (in^2)	Tie Reinf. Av (in^2)	Ties Sp. (in)	Steel fy ksi
					LS	CP	LS	CP	LS	CP					
Shear wall truss at line Z	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line Z	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line X	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line X	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line 3	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60
Shear wall truss at line 3	12	12	2	5000	1	1	3	4	1.2	1.5	1	1.76	0.11	24	60

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	Av Reinf Ratio	Compression	Tension	Puf/Ag f'c	As Reinf Ratio	Truss Shear V _{UD} (kips)	Truss Moment M _{UD} (kips)	M _{UD} /(V _{UD} d)	V/tw lw √f'c	Truss Moment M _{CE} (kips)	Truss Shear V _{CE} (kips)	Compression	Tension
					Axial Load Puf (kips)	Axial Load Tuf (kips)									Truss Axial P _{CE} (kips)	Truss Axial T _{CE} (kips)
Shear wall truss at line Z	12	12	2	0.0004	256.5	255.5	0.356	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line Z	12	12	2	0.0004	239	250	0.332	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line X	12	12	2	0.0004	428	416	0.594	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line X	12	12	2	0.0004	388	371	0.539	0.006	3.3	4.5	0.130	0.162	33.26	23.66	369.26	95.04
Shear wall truss at line 3	12	12	2	0.0004	974.5	864	1.353	0.006	43	82	0.182	2.111	33.26	23.66	369.26	95.04
Shear wall truss at line 3	12	12	2	0.0004	646.5	360	0.898	0.006	25	44	0.168	1.228	33.26	23.66	369.26	95.04

Wall ID	Truss Depth (in.)	Truss Width (in.)	Truss Length (ft)	DCR axial (comp.)	DCR axial (tension)	DCR flexure	DCR shear	Truss Shear V _O (kips)	Truss Shear V _p (kips)	Vp/Vo	Performance Acceptance Status Axial (Compression)	Performance Acceptance Status Axial (Tension)	Performance Acceptance Status Flexure	Performance Acceptance Status Shear
Shear wall truss at line Z	12	12	2	0.69	2.69	0.14	0.14	46.87	33.264	0.71	Wall Truss OK in Axial Compression	Wall Truss OK in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line Z	12	12	2	0.65	2.63	0.14	0.14	46.87	33.264	0.71	Wall Truss OK in Axial Compression	Wall Truss OK in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line X	12	12	2	1.16	4.38	0.14	0.14	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line X	12	12	2	1.05	3.90	0.14	0.14	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear
Shear wall truss at line 3	12	12	2	2.64	9.09	2.47	1.82	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is Overstressed in Shear
Shear wall truss at line 3	12	12	2	1.75	3.79	1.32	1.06	46.87	33.264	0.71	Wall Truss NG in Axial Compression	Wall Truss NG in Axial Tension	Wall Truss OK in Flexure	Wall Truss is OK in Shear

Waffle Shear wall Truss Top & Bottom chord Axial Check

Wall ID	Truss Depth (in.)	Truss Width (in.)	Wall f'c psi	Axial m-factor		Shear m-factor		knowledge k-factor	Long. Reinf. As (in^2)	Tie Reinf. Av (in^2)	Ties Sp. (in)	Steel fy ksi	Av Reinf Ratio	Compression	Puf/Ag f'c	As Reinf Ratio
				LS	CP	LS	CP							Axial Load Puf (kips)		
Shear wall truss at line Z	14	10	5000	1	1	5	8	1	6	0.11	24	60	0.0005	188	0.269	0.025
Shear wall truss at line Z	12	12	5000	1	1	5	8	1	4.74	0.2	30	60	0.0006	160	0.222	0.013

Wall ID	Truss Depth (in.)	Truss Width (in.)	Wall f'c psi	Tension	Compression	Tension	Chord Axial Chord Shear	DCR Axial (comp.)	DCR Axial (tension)	DCR shear	Performance Acceptance Status Axial Compression	Performance Acceptance Status Axial Tension	Performance Acceptance Status Shear
				Axial Load Tuf (kips)	Truss Shear V _{UD} (kips)	Chord Axial P _{CE} (kips)							
Shear wall truss at line Z	14	10	5000	501	16.6	483.34	324	23.65	0.39	1.55	Truss Chord is OK in Axial Compression	Truss Chord is NG in Axial Tension	Truss Chord is OK in Shear
Shear wall truss at line Z	12	12	5000	132	13.7	455.65	255.96	25.16	0.35	0.52	Truss Chord is OK in Axial Compression	Truss Chord is OK in Axial Tension	Truss Chord is OK in Shear

Table 10-21. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Flexure

Conditions	m-Factors ^a					
	Performance Level					
	Component Type					
	Primary			Secondary		
	IO	LS	CP	LS	CP	
I. Structural walls and wall segments						
$(A_s - A_{s, req})/A_s \leq P^+$						
V^c						
$f_y f_{ce}/f_{ce}$						
Confined Boundary ^b						
≤ 0.1	3/4	Yes	2	4	6	8
≤ 0.1	2/6	Yes	2	3	4	4
≥ 0.25	3/4	Yes	1.5	3	4	6
≥ 0.25	2/6	Yes	1.25	2	2.5	2.5
≤ 0.1	3/4	No	2	2.5	4	6
≤ 0.1	2/6	No	1.5	2	2.5	2.5
≥ 0.25	2/6	No	1.25	1.5	2	2
≥ 0.25	2/6	No	1.25	1.5	1.75	1.75
II. Structural wall coupling beams ^a						
V^c						
$f_y f_{ce}/f_{ce}$						
Longitudinal reinforcement and transverse reinforcement ^c						
Conventional longitudinal reinforcement with conforming transverse reinforcement	≤ 3	2	4	6	8	9
Conventional longitudinal reinforcement with nonconforming transverse reinforcement	≤ 3	1.5	3	4	4	7
Diagonal reinforcement	NA	2	5	7	7	10

^a Linear interpolation between values listed in the table shall be permitted.
^b P is the axial force in the member. Alternatively, use of axial loads determined based on limit-state analysis shall be permitted.
^c V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.
^d A boundary element shall be considered confined where transverse reinforcement exceeds 75% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed $8d_b$. It shall be permitted to take modeling parameters and acceptance criteria as 80% of confined values where boundary elements have at least 50% of the requirements given in ACI 318 and spacing of transverse reinforcement does not exceed $8d_b$. Otherwise, boundary elements shall be considered not confined.
^e For secondary coupling beams spanning <8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^f Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $s \leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Table 10-22. Numerical Acceptance Criteria for Linear Procedures—R/C Structural Walls and Associated Components Controlled by Shear

Conditions	m-Factors				
	Performance Level				
	Component Type				
	Primary		Secondary		
	IO	LS	CP	LS	CP
I. Structural walls and wall segments ^a					
$\frac{A_s - A_{s,req}}{f_y f_{ce}} = P \leq 0.05$	2	2.5	3	4.5	8
$\frac{A_s - A_{s,req}}{f_y f_{ce}} = P > 0.05$	1.5	2	3	3	4
II. Structural wall coupling beams ^b					
Longitudinal reinforcement and transverse reinforcement ^c	$\frac{V_u}{f_y f_{ce}}$				
Conventional longitudinal reinforcement with conforming transverse reinforcement	≤3	1.5	3	4	4
Conventional longitudinal reinforcement with nonconforming transverse reinforcement	≤3	1.5	2.5	3	3
Diagonal reinforcement	≥6	1.5	1.5	1.5	3.5

^a The shear shall be considered to be a force-controlled action for structural walls and wall segments where inelastic behavior is governed by shear and the design axial load is greater than 0.15 $A_g f_{ce}$. It shall be permitted to calculate the axial load based on limit-state analysis.
^b For secondary coupling beams spanning <8 ft 0 in., with bottom reinforcement continuous into the supporting walls, secondary values shall be permitted to be doubled.
^c Conventional longitudinal reinforcement consists of top and bottom steel parallel to the longitudinal axis of the coupling beam. Conforming transverse reinforcement consists of (a) closed stirrups over the entire length of the coupling beam at a spacing $s \leq d/3$, and (b) strength of closed stirrups $V_s \geq 3/4$ of required shear strength of the coupling beam.
^d V is the design shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Table 10-10a. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Columns Other Than Circular with Spiral Reinforcement or Seismic Hoops as Defined in ACI 318

$(\frac{N_{UD}}{A_g f_c E})$	m-Factors ^a						
	Performance Level						
	Component Type						
	Primary			Secondary			
	P1	V _{RE} /V _{CoDE}	IO	LS	CP	LS	CP
Columns not controlled by inadequate development or splicing along the clear height ^b							
≤0.1	≥0.0175	≥0.2	1.7	3.4	4.2	6.8	8.9
≥0.7	≥0.0175	<0.6	1.2	1.4	1.7	1.4	1.7
≤0.1	≤0.0005	≥0.2	1.5	2.6	3.2	2.6	3.2
≥0.7	≤0.0005	<0.6	1.0	1.0	1.0	1.0	1.0
≤0.1	≥0.0175	≥0.6	1.5	2.7	3.3	6.8	8.9
≥0.7	≥0.0175	<1.0	1.0	1.0	1.0	1.0	1.0
≤0.1	≤0.0005	≥0.6	1.3	1.9	2.3	1.9	2.3
≥0.7	≤0.0005	<1.0	1.0	1.0	1.0	1.0	1.0
≤0.1	≥0.0175	≥1.0	1.3	1.8	2.2	6.8	8.9
≥0.7	≥0.0175	≥1.0	1.0	1.0	1.0	1.0	1.0
≤0.1	≤0.0005	≥1.0	1.1	1.0	1.1	1.7	2.1
≥0.7	≤0.0005	≥1.0	1.0	1.0	1.0	1.0	1.0
Columns controlled by inadequate development or splicing along the clear height ^b							
≤0.1	≥0.0075	≥1.0	1.7	2.0	5.3	6.8	
≥0.7	≥0.0075	1.0	1.0	1.0	2.8	3.5	
≤0.1	≤0.0005	1.0	1.0	1.0	1.4	1.6	
≥0.7	≤0.0005	1.0	1.0	1.0	1.0	1.0	

^a Values between those listed in the table shall be determined by linear interpolation.
^b Columns are considered to be controlled by inadequate development or splicing where the calculated steel stress at the splice exceeds the steel stress specified by Eq. (10-1a) or (10-1b). Acceptance criteria for columns controlled by inadequate development or splicing shall never exceed those of columns not controlled by inadequate development or splicing.

Table 10-13. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Beams

Conditions	m-Factors ^a					
	Performance Level					
	Component Type					
	Primary			Secondary		
	IO	LS	CP	LS	CP	
Condition I. Beams controlled by flexure ^b						
$\rho = \frac{A_s}{b d}$	$\frac{V^c}{D_n f_y f_{cP}}$					
Transverse reinforcement ^c						
≤0.0	C	≤3 (0.25)	3	5	7	8
≤0.0	C	≥6 (0.5)	2	3	4	3
≥0.5	C	≤3 (0.25)	2	3	4	3
≥0.5	C	≥6 (0.5)	2	2	3	2
≤0.0	NO	≤3 (0.25)	2	2	4	3
≤0.0	NC	≥6 (0.5)	1.25	2	3	2
≥0.5	NC	≤3 (0.25)	2	3	3	3
≥0.5	NC	≥6 (0.5)	1.25	2	2	2
Condition II. Beams controlled by shear ^b						
V^c						
$f_y f_{cP} / f_{cP}$						
Stirrup spacing ≤ d/2						
Stirrup spacing > d/2						
Condition III. Beams controlled by inadequate development or splicing along the span ^b						
Stirrup spacing ≤ d/2						
Stirrup spacing > d/2						
Condition IV. Beams controlled by inadequate embedment into beam-column joint ^b						
V^c						
$f_y f_{cP} / f_{cP}$						
Embedment ≥ d						
Embedment < d						

Note: f_{ce} in lb/in.² (MPa) units.
^a Values between those listed in the table shall be determined by linear interpolation.
^b Where more than one of conditions i, ii, iii, and iv occurs for a given component, use the minimum appropriate numerical value from the table.
^c "C" and "NC" are abbreviations for conforming and nonconforming transverse reinforcement. Transverse reinforcement is conforming if, within the flexural plastic hinge region, hoops are spaced at $s \leq d/3$, and if, for components of moderate and high ductility demand, the strength provided by the hoops (V_h) is at least 3/4 of the design shear. Otherwise, the transverse reinforcement is considered nonconforming.
^d V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.7.2.4.1.

Project Title: North Pier Parking Structure
Project Engineer: Sohban S. Khan, P.E.
Engineer of Record:
Date: 2/14/2022

Deformation Compatibility Check

Column ID	Level	Col Width (in.)	Col. Depth (in.)	Column Clear Height (ft.)	Column f'c psi	Col. Steel Fy ksi	Model Code	Pseudo Lateral Force	Col. Axial Load (kips)	Max. Probable Col. Moment (k-ft)	Max. Probable Col. Shear (kip)	Col. Shear Reinf. (in^2/ft)	Spacing Ties (in.)
Line 3/Z	Village	36	28	8.33	3000	60	ASCE 41-17	BSE-2E	159	3380	405.76	0.4	12
	Village	36	28	8.33	3000	60	ASCE 41-17	BSE-1E	49	1952	234.33	0.4	12
Line 1/Z	Village	30	28	8.33	3000	60	ASCE 41-17	BSE-2E	73	1081	129.77	0.4	12
	Village	30	28	8.33	3000	60	ASCE 41-17	BSE-1E	73	715	85.83	0.4	12
Line 5/Y	Village	18	22	8.33	3000	60	ASCE 41-17	BSE-2E	289	536	64.35	0.4	12
	Village	18	22	8.33	3000	60	ASCE 41-17	BSE-1E	286	255.5	30.67	0.4	12

Table 10-6. Component Ductility Demand Classification

Maximum Value of DCR or Displacement Ductility	Descriptor
<2	Low ductility demand
2 to 4	Moderate ductility demand
>4	High ductility demand

Column ID	Level	Col Width (in.)	Col. Depth (in.)	Column Clear Height (ft.)	Col. Shear Capacity, Vn (kip)	P/(Ag f'c) (calculated)	Av/(bw s) (calculated)	V/(bw d √ f'c) (calculated)	Axial m-factor LS CP	Knowledge k	DCR	Column Shear Status	Remarks
Line 3/Z	Village	36	28	8.33	166.42	0.05	0.001	7.35	2 2.5	0.90	2.438	Not Good	Column above Shear wall Boundary Element
	Village	36	28	8.33	166.42	0.02	0.001	4.24	2 2.5	0.90	1.408	OK	Column above Shear wall Boundary Element
Line 1/Z	Village	30	28	8.33	148.02	0.03	0.001	2.82	2 2.5	0.90	0.877	OK	
	Village	30	28	8.33	148.02	0.03	0.001	1.87	2 2.5	0.90	0.580	OK	
Line 5/Y	Village	18	22	8.33	87.38	0.22	0.002	2.97	2 2.5	0.90	0.736	OK	
	Village	18	22	8.33	87.38	0.22	0.002	1.41	2 2.5	0.90	0.351	OK	

Table 10-10a. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Columns Other Than Circular with Spiral Reinforcement or Seismic Hoops as Defined in ACI 318

<i>m</i> -Factors ^a							
Performance Level							
Component Type							
Primary Secondary							
$\left(\frac{N_{UD}}{A_g f'_{cE}}\right)$	ρ_t	V_{yE}/V_{ColOE}	IO	LS	CP	LS	CP
Columns not controlled by inadequate development or splicing along the clear height ^b							
≤ 0.1	≥ 0.0175	≥ 0.2	1.7	3.4	4.2	6.8	8.9
		< 0.6					
≥ 0.7	≥ 0.0175	≥ 0.2	1.2	1.4	1.7	1.4	1.7
		< 0.6					
≤ 0.1	≤ 0.0005	≥ 0.2	1.5	2.6	3.2	2.6	3.2
		< 0.6					
≥ 0.7	≤ 0.0005	≥ 0.2	1.0	1.0	1.0	1.0	1.0
		< 0.6					
≤ 0.1	≥ 0.0175	≥ 0.6	1.5	2.7	3.3	6.8	8.9
		< 1.0					
≥ 0.7	≥ 0.0175	≥ 0.6	1.0	1.0	1.0	1.0	1.0
		< 1.0					
≤ 0.1	≤ 0.0005	≥ 0.6	1.3	1.9	2.3	1.9	2.3
		< 1.0					
≥ 0.7	≤ 0.0005	≥ 0.6	1.0	1.0	1.0	1.0	1.0
		< 1.0					
≤ 0.1	≥ 0.0175	≥ 1.0	1.3	1.8	2.2	6.8	8.9
≥ 0.7	≥ 0.0175	≥ 1.0	1.0	1.0	1.0	1.0	1.0
≤ 0.1	≤ 0.0005	≥ 1.0	1.1	1.0	1.1	1.7	2.1
≥ 0.7	≤ 0.0005	≥ 1.0	1.0	1.0	1.0	1.0	1.0

Table 10-13. Numerical Acceptance Criteria for Linear Procedures—Reinforced Concrete Beams

			<i>m</i> -Factors ^a				
			Performance Level				
			Component Type				
			Primary			Secondary	
Conditions			IO	LS	CP	LS	CP
Condition i. Beams controlled by flexure ^b							
$\rho - \rho'$		V^d					
ρ_{bal}	Transverse reinforcement ^c	$b_w d \sqrt{f'_{cE}}$					
≤0.0	C	≤3 (0.25)	3	6	7	6	10
≤0.0	C	≥6 (0.5)	2	3	4	3	5
≥0.5	C	≤3 (0.25)	2	3	4	3	5
≥0.5	C	≥6 (0.5)	2	2	3	2	4
≤0.0	NC	≤3 (0.25)	2	3	4	3	5
≤0.0	NC	≥6 (0.5)	1.25	2	3	2	4
≥0.5	NC	≤3 (0.25)	2	3	3	3	4
≥0.5	NC	≥6 (0.5)	1.25	2	2	2	3
Condition ii. Beams controlled by shear ^b							
Stirrup spacing ≤ <i>d</i> /2			1.25	1.5	1.75	3	4
Stirrup spacing > <i>d</i> /2			1.25	1.5	1.75	2	3
Condition iii. Beams controlled by inadequate development or splicing along the span ^b							
Stirrup spacing ≤ <i>d</i> /2			1.25	1.5	1.75	3	4
Stirrup spacing > <i>d</i> /2			1.25	1.5	1.75	2	3
Condition iv. Beams controlled by inadequate embedment into beam–column joint ^b							
			2	2	3	3	4

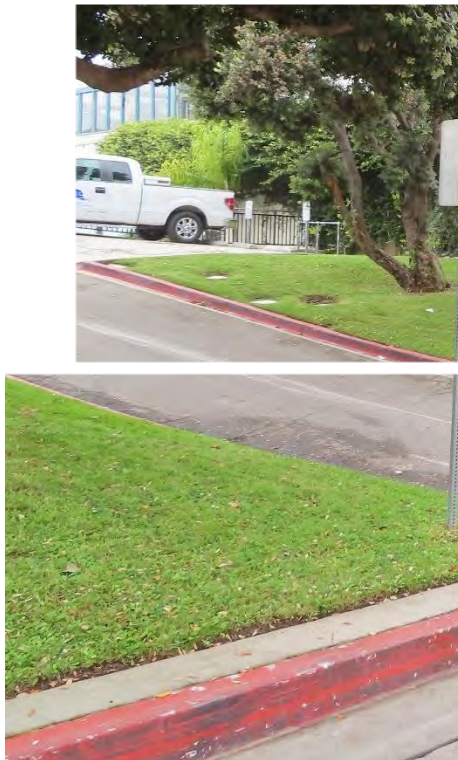
Note: *f*_{cE} in lb/in.² (MPa) units.
^a Values between those listed in the table shall be determined by linear interpolation.

Columns controlled by inadequate development or splicing along the clear height ^b						
≤ 0.1	≥ 0.0075	1.0	1.7	2.0	5.3	6.8
≥ 0.7	≥ 0.0075	1.0	1.0	1.0	2.8	3.5
≤ 0.1	≤ 0.0005	1.0	1.0	1.0	1.4	1.6
≥ 0.7	≤ 0.0005	1.0	1.0	1.0	1.0	1.0

^a Values between those listed in the table shall be determined by linear interpolation.
^b Columns are considered to be controlled by inadequate development or splicing where the calculated steel stress at the splice exceeds the steel stress specified by Eq. (10-1a) or (10-1b). Acceptance criteria for columns controlled by inadequate development or splicing shall never exceed those of columns not controlled by inadequate development or splicing.

ASCE 41-17

^b Where more than one of conditions i, ii, iii, and iv occurs for a given component, use the minimum appropriate numerical value from the table.
^c “C” and “NC” are abbreviations for conforming and nonconforming transverse reinforcement. Transverse reinforcement is conforming if, within the flexural plastic hinge region, hoops are spaced at $\leq d/3$, and if, for components of moderate and high ductility demand, the strength provided by the hoops (V_s) is at least 3/4 of the design shear. Otherwise, the transverse reinforcement is considered nonconforming.
^d V is the shear force calculated using limit-state analysis procedures in accordance with Section 10.4.2.4.1.



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CITY OF REDONDO BEACH SOUTH PIER AND PLAZA PARKING STRUCTURES 2021-CONDITION ASSESSMENT

CITY OF REDONDO BEACH
Redondo Beach, CA

Prepared for:
Mr. Stephen Proud
Director of Redondo Beach
415 Diamond Street
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EXECUTIVE SUMMARY

The City of Redondo Beach retained Walker Consultants to carry out a Condition Assessment Update of the three existing parking structures - North Pier, South Pier, and Plaza parking structures. This report only includes the South Pier and Plaza parking structures. The North Pier parking structure is issued as a separate report which includes a condition assessment and an updated seismic evaluation. This assessment is intended to provide our professional opinion on the current condition of the structural system and other components, such as waterproofing and drainage, that can affect the service life of the structural system. In addition, the assessment identifies any needed maintenance and repairs to the structural system and waterproofing components and provides our recommendations for implementing the work. We evaluated the overall general condition of the structures with visual observations and compared our new findings to the 2012 and 2015 Walker findings.

On December 22, 2021, Walker sent a draft of this condition assessment report to the City of Redondo Beach. The two repair programs discussed in the draft and in this final report were developed considering the City's available annual budget, maximizing benefits from previous work and repair priority, and maintaining parking structure accessibility and occupancy. The first program is to perform risk management items and isolated structural or waterproofing repairs all in a Single-Year. This repair recommendation cannot address all deterioration or stop future deterioration from developing. Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. The second option focuses on a Five-Year restoration program with the service life extension program focusing on immediate repairs as well as the necessary repairs to extend the useful service life of the structure. Based on the City of Redondo Beach's request, as an alternative for City to consider, Walker has also developed an opinion of the probable costs of a Ten-Year repair program for the South Pier parking structure in this final report.

This 2021 report incorporates the 2012 and 2015 Walker reports as a reference. Our 2021 findings indicated that, overall, the parking structures have continued to deteriorate compared to the findings reported in the 2012 and 2015 Walker reports. In general, the 2012 and 2015 Walker recommendations remain unchanged except for areas that have been addressed in the 2017 and 2019 repair programs.

The repair plan proposed herein primarily consists of traffic membrane installation, structural repair, corrosion abatement, and Village level wearing slab and pavers replacement/modification of the south parking structure to maintain the life of the structure.

The one immediate concern is to remove all loosely adhered spalled concrete from the soffit of the parking decks. There should be a review the soffit on a regular basis for loosely adhered spalled concrete.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Risk Management repairs are those required to address safety issues and to mitigate potential unsafe conditions from a risk management perspective.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendation, these delaminated and loose concrete areas were removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program.

SUMMARY OF TYPES OF DEFICIENCIES

South Pier Parking Structure

- Concrete floor deterioration and delamination.

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June 06, 2022

- Exposed and rusted slab mild steel reinforcement at numerous locations.
- Soffit slab deterioration and spalls with exposed and corroded reinforcement.
- Concrete beam deterioration with exposed and corroded reinforcement.
- Concrete column spalling.
- Waterproofing system deficiencies.

Plaza Parking Structure

- Concrete floor deterioration and delamination.
- P/T beam tendon damage.
- Concrete wall spalling with exposed rebars.
- Waterproofing system deficiencies

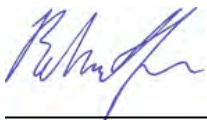
We recommend that the City of Redondo Beach perform the base repair program outlined in this report that will correct the observed deficiencies/deterioration and enhance the waterproofing systems to protect the structural slabs and reduce the potential for water infiltration throughout the structures.

We recommend that the City of Redondo Beach budget approximately **\$15,150,500** to maintain the facility over the next 5 years. The budget costs presented are based on historical data. As a result of the COVID-19 epidemic, prices and schedules have changed. Therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. The actual costs may not be realized until the project is designed and bid by a contractor. Budgeting for capital improvements and work items will help the City of Redondo Beach plan for necessary funding for the recommended work over the next 5 years. This will help maximize the service life of various components of the structures and maintain the structures in good service condition with minimum downtime.

Please see the attached discussion and photo appendix for a detailed report of our investigation.

Sincerely,

WALKER CONSULTANTS



Behnam Arya, PhD, PE
Senior Consultant

June 06, 2022

Date



Hassan Suhail
Project Engineer I

June 06, 2022

Date

INTRODUCTION

BACKGROUND INFORMATION

Walker Consultants performed a condition assessment for the South Pier and Plaza parking structures located in Redondo Beach, California on November 3rd, 4th and 10th 2021. The evaluation and report will provide our professional opinion of the overall condition of the parking structures and update the prior 2012 and 2015 Walker's conditional appraisal reports with recommendations for current repair and preventative maintenance needs to maintain the service life for these structures. The City of Redondo Beach has requested Walker to perform a new condition assessment of the parking garages since the last condition assessment of the parking structures was completed more than 6 years ago. The condition assessment update consisted of a visual survey and documentation of observations. It was limited to the supported structural slabs of parking levels, respective exposed rooftop plaza levels and the slabs-on-ground. The condition assessment did not include the occupied retail areas below or between the North Pier and Plaza parking structures nor the commercial timber-frame buildings on top of the South Pier parking structure.

Nomenclature

In the summer of 2011, Walker performed a condition assessment of the parking structures. In June 2012, Walker performed a structural analysis of the North Pier parking structure and prepared an Asset Management Plan (AMP), formerly known as Capital Improvement and Protection Program (CIPP), detailing opinions of probable repair costs over ten years for all three structures. The report was submitted to the City in August 2012 and is referred to herein as the 2012 Walker Report. Also, in October 2015 Walker performed a condition assessment update and prepared opinions of probable costs for two timeline scenarios for the parking structures. The report was submitted to the City in January 2016 and is referred to herein as the 2015 Walker Report. Please refer to the reports mentioned above for additional information.

Previous repairs

As requested by the City of Redondo Beach, the 2015 condition assessments proposed three different scenarios of repair with approximate costs for each option. These options were: A limited three (3) year repair and maintenance program; a 10 – 15-year repair and maintenance program; and an option of full replacement of the Pier Parking Structures. Based on our 2015 condition assessment and the cost associated with the proposed options, the City of Redondo Beach selected the 10 - 15-year repair and maintenance program option. Walker has been awarded several contracts for the development of plans, specifications, and estimates (P, S & E's) to bid the work out to restoration contractors for the Pier Parking Structures. The first round of repairs was performed in 2017 on the South Pier parking structure and the second round of repairs was completed in 2019 on both the South Pier and North Pier structures. It was also conveyed to Walker during our site visits that some repairs were performed on the Plaza Parking Structure as a change order to the previous repair program.

Since 2017, Walker has provided parking structures restoration and maintenance design services for City of Redondo including the following:

- In 2017, the first repair project occurred mainly on the South Pier parking structure, consisting of the removal and replacement of traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial concrete beam repairs mainly on spandrels projecting out on the west end of the garage, concrete column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, and a few miscellaneous repairs.
- In 2019, the second repair project occurred, consisting of the installation of new traffic coating, isolated concrete floor repairs, concrete ceiling repairs, partial and full depth concrete beam repairs, concrete

column and wall repairs, replacement of expansion joints, crack and joint treatments, installation of cathodic protection at repairs, replacement of top-level barrier cables and railing, and some miscellaneous repairs. Most of the repairs primarily focused on the Village level of the North Pier parking structures, and some minor repairs were also carried on the Village level of South Pier parking structure.

OBJECTIVES

The objective of this investigation is to perform an update on the overall condition assessment and provide an opinion of probable cost for the necessary repairs, based on the observed conditions as well as our experience with similar parking structure conditions and repair costs. For this investigation and to meet the objective, we performed the following services:

1. Reviewed previous Condition Appraisal Reports prepared by Walker Consultants, dated August 2012 and October 2015 respectively.
2. Reviewed Owner Review Construction documents and project specifications prepared by Walker Consultants, dated January 2017.
3. Reviewed Construction documents and project specifications prepared by Walker Consultants, dated March 2019.
4. Reviewed existing framing plans of the parking structure to aid in our observations.
5. Conducted a field evaluation of the parking structure to document the current exposed conditions of the structural and waterproofing elements. This consisted of visual observation as well as limited non-destructive testing to review the following elements: floors, columns, beams, walls, ceilings, façade, and other structural elements.
6. Identified potential structural related conditions that require immediate attention.
7. Compiled and reviewed all field data to determine possible causes and effects of the documented deterioration.
8. Outlined the repair program requirements for a Single-Year AMP.
9. Outlined the repair program requirements for a 5-Year AMP.
10. Provided an opinion of probable cost for implementing the repairs.
11. Phased the work according to priority over a multi-year program to assist with fiscal planning.
12. Prepared the current report with a summary of observations, including photographs depicting the areas noted in the report, findings.

The objective of the 5-year Budget Forecast is to provide the City of Redondo Beach with an asset management tool for planning and budgeting of capital expenses over the next 5 years. The 5-year plan recommends restoration capital improvements and work items for this parking facility so that the Owner can maximize the service life of the structure with the least amount of capital cost.

PARKING STRUCTURE DESCRIPTION

South Pier Parking Structure

The South Pier Parking Structure was constructed in 1973 and has experienced 48 years of service life. The parking structure was constructed of cast-in-place conventionally reinforced concrete slabs, beams, girders, and columns. From drawings received, the exposed plaza upper level is referred to as the Village Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basin Level.

The Village Level has several multi-story wood framed structures used for commercial purposes. Sidewalks and curbs outline a roadway and circular drives throughout the level. The roadway serves as access to the Village

Level of the North Parking Structure. Signage at the South Pier entrance to the Village Level limits vehicle weight to 6,000 pounds.

Plaza Parking Structure

The Plaza Parking Structure was constructed in 1981 and has experienced 40 years of service life. The structure is constructed of post tensioned cast-in-place concrete slabs, beams, girders, and traditional reinforced columns. From drawings received, the exposed upper parking level is referred to as the Plaza Level, the mid-level is referred to as the Pier Level, and the lowest level is referred to as the Basin Level.

The Plaza Level has concrete planters that contain sod, soil, and lightweight filler material on a waterproofed concrete slab. The waterproofing has a filter fabric and drainage layer. The Plaza Level is used for pedestrian traffic only. Portions of this level have a masonry tile application, grouted in-place. Drains are located along the west perimeter wall. Concrete planters surround the perimeter of the structure at this level on the west and north elevations.

Figure 1 shows an aerial view of the parking structures, and Figures 2 to 8 display the floor plans of the South and Plaza parking structures. Figures 9 to 14 show overall views of the exterior elevations of the parking structures. Figure 15 to 17 shows the recommended locations for traffic coatings.

Figure 1 – Aerial view of the parking structures (Google Earth Pro)



Figure 2- Basin Level- Slab on Grade, South Pier Parking Structure

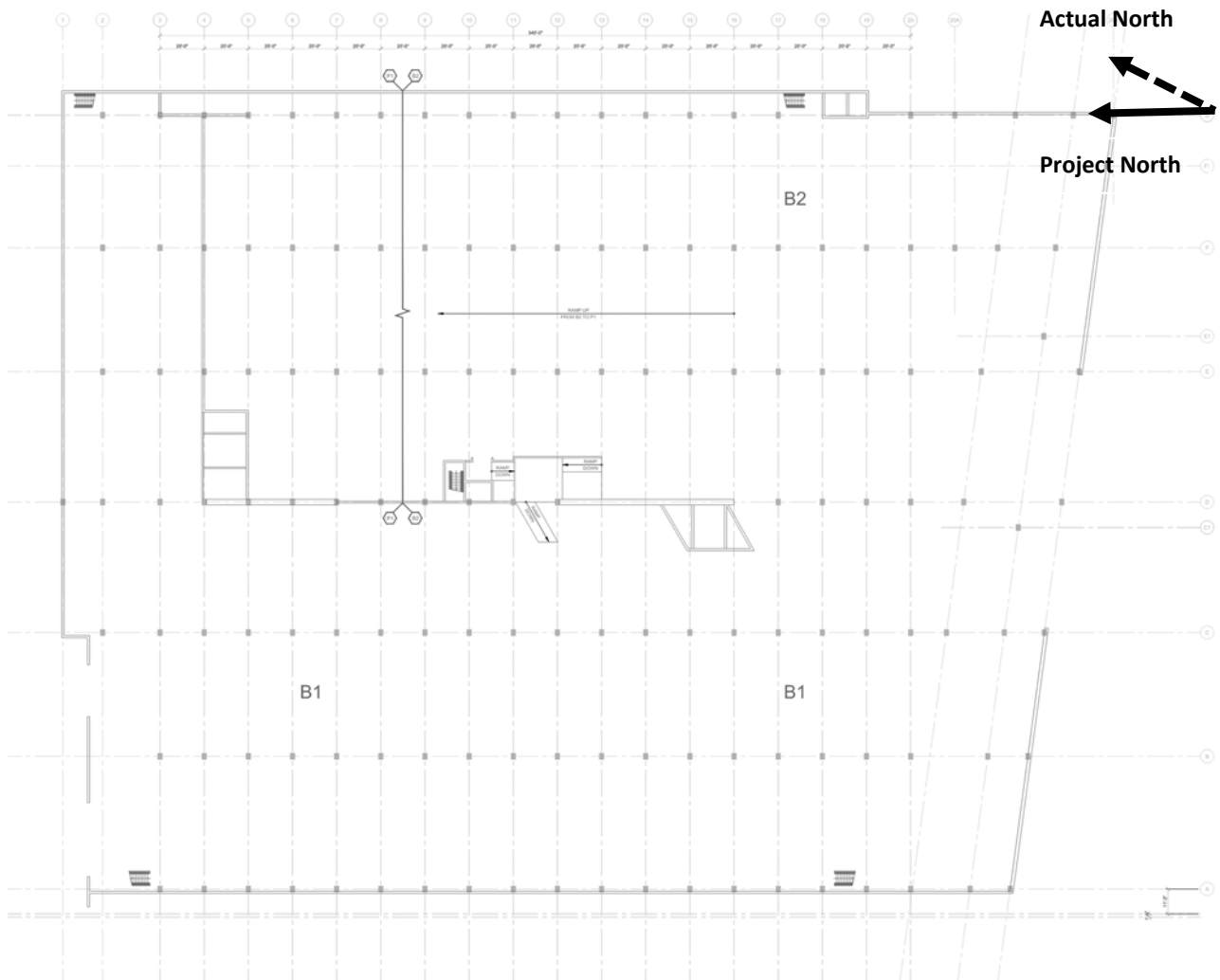


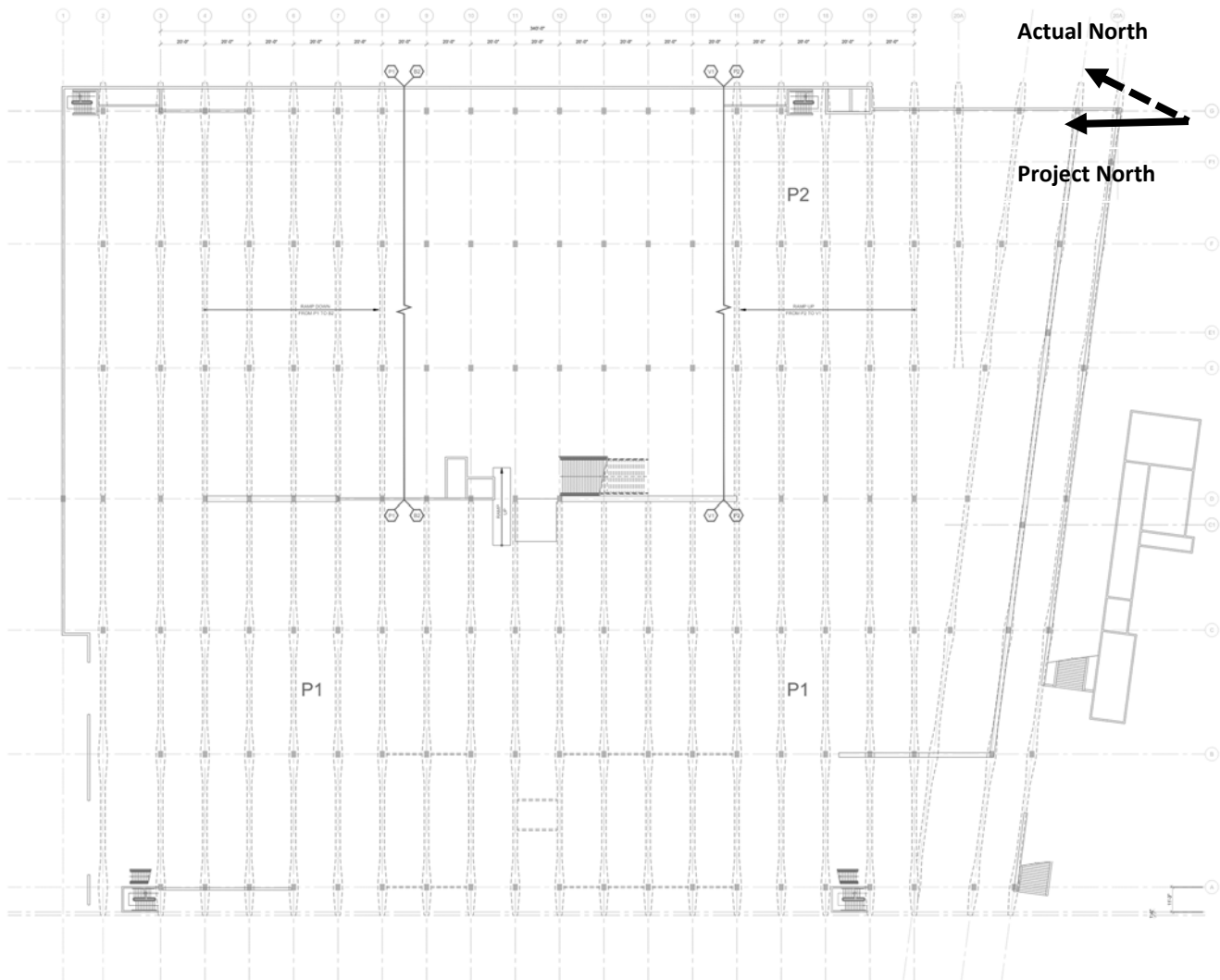
Figure 3-Lower Pier Level, South Pier Parking Structure


Figure 4- Partial Upper Pier and Lower Village Levels, South Pier Parking Structure

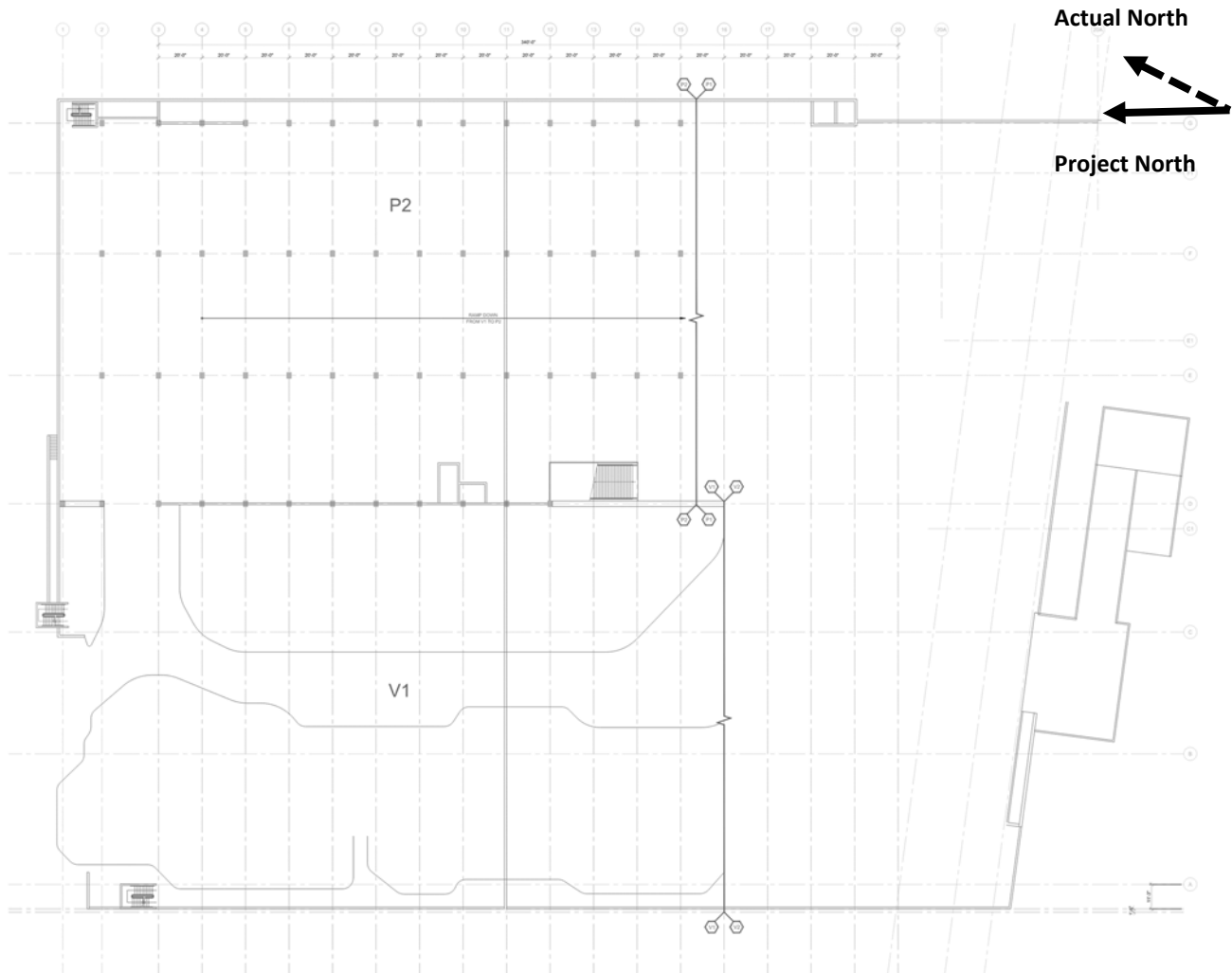


Figure 5- Upper Village and Partial Lower Village Levels, South Pier Parking Structure



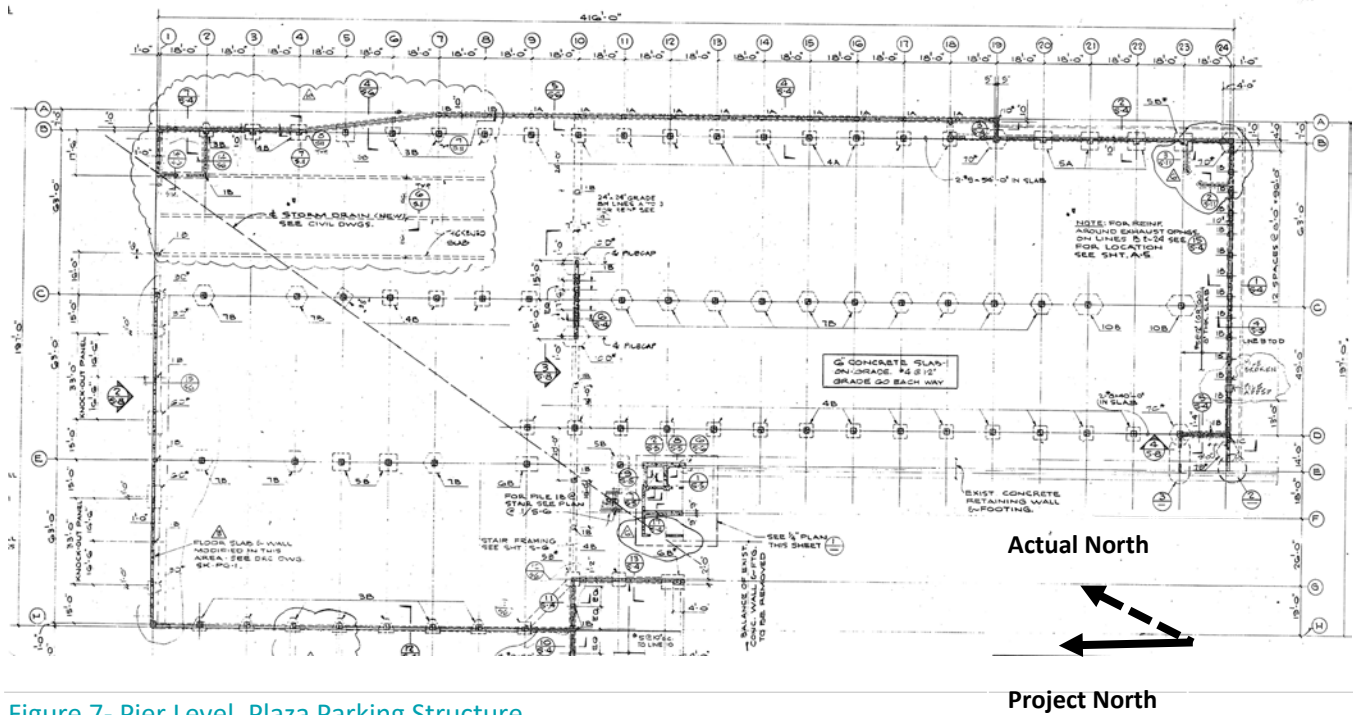
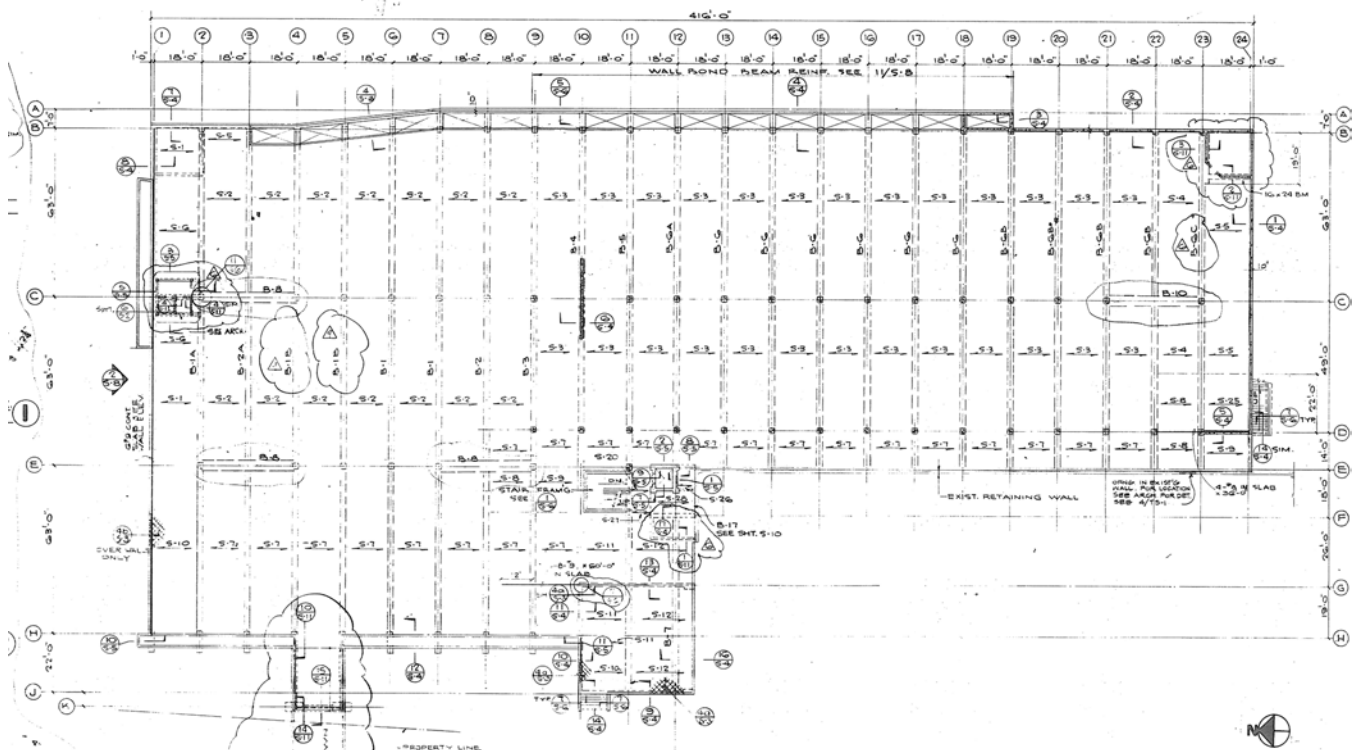
Figure 6- Basin Level, Plaza Parking Structure

Figure 7- Pier Level, Plaza Parking Structure


Figure 8- Plaza Level, Plaza Parking Structure

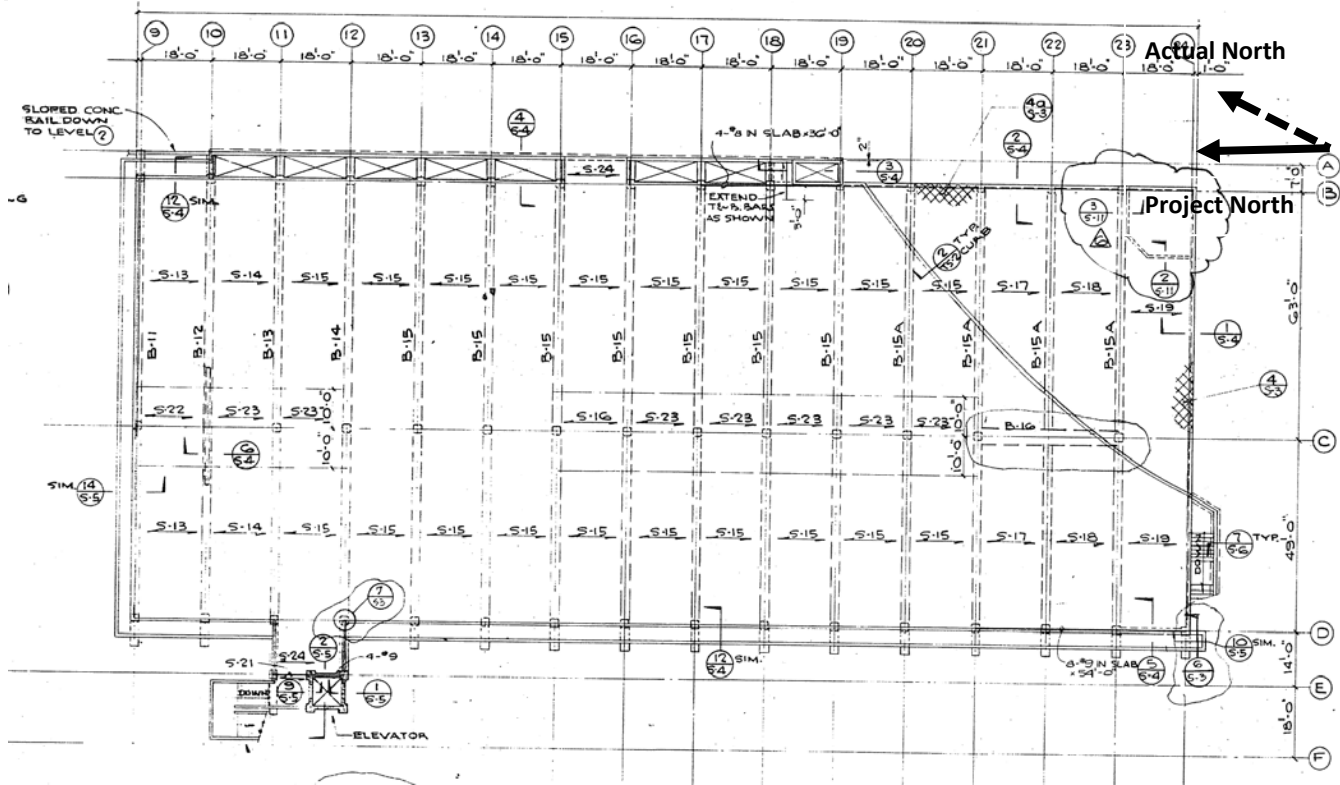


Figure 9- Overview of Village level, (South Pier Parking Structure) (BA1-167)



Figure 10- Partial North elevation, (South Pier Parking Structure) (SH2-71)



Figure 11- Partial West elevation, (South Pier Parking Structure) (SH2-248)



Figure 12– Overview of Plaza level, (Plaza Parking Structure) (BA1-293)



Figure 13– North elevation, (Plaza Parking Structure) (BA1-304)



Figure 14– Partial West elevation, (Plaza Parking Structure) (BA1-290)



RECOMMENDATIONS

Based on our visual observations, we found the South parking structure to be in *fair* condition and the Plaza parking structure in *good* condition. In the South parking structure, the concrete floors, ceilings, walls, and columns had some level of deterioration that needs to be addressed. Our assessment did identify specific locations where localized deterioration is visible in the structure. The Plaza parking structure is in good condition. The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and structural systems. Based on the current condition of the Plaza parking structure, we recommend relatively fewer repair and protection actions. The implementation of these actions will further increase the long-term service life of the structures and improve the City's investment in the property.

To improve the parking structure's current condition, we have developed a Single Year and a 5-year repair program for the facility. The single-year repair program also has a cost associated with performing the recommended repair program shown in Table 1, and the 5-year program has an associated Asset Management Plan (AMP), respectively. The 5-year AMP contains repairs to address the currently deteriorated elements and preventive maintenance to address needs anticipated over the next 5-year period. It is important to note that some work items in the 5-year program, such as recommended repairs on the Village level of the South Pier parking structure, are phased in multiple years. This phasing is provided as an option to the City considering allocated funds per fiscal year. We recommend that the City of Redondo Beach approximate the budget to implement the program over the next 5 years.

As stated above, two options are proposed - the first option is to perform risk management items and isolated structural or waterproofing repairs all in a Single-Year. This repair recommendation cannot address all deterioration or stop future deterioration from developing. Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. The second option focuses on a Five-Year restoration program with the first-year service life extension program focusing on immediate repairs as well as the necessary repairs to extend the useful service life of the structure.

Please find below our recommendations based on our visual survey, selected impact acoustics survey, previous structural drawings, and documentation provided to us. We also reviewed the 2012 and 2015 Walker reports. The recommendations listed below are in synchronization with the 2012 and 2015 recommendations with relevant updates and editions.

IMMEDIATE REPAIRS - RISK MANAGEMENT

Immediate concerns are defined as items that may reduce pedestrian safety and/or structural integrity if not completed.

- Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendations, the delaminated and loose concrete was removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program.

RECOMMENDED BASE REPAIRS: YEARS 1-5

Based on our findings, we recommend implementation of a structured restoration plan, including repairs to structural elements, repairs of deterioration of the topping slab, repairs to the parking structure waterproofing systems and improvements to the facility drainage system to manage water runoff within the structure to address structural concerns, reduce future repair costs, and effectively extend the useful service life of the parking structure. The recommended restoration program concentrates on repairs to the deteriorated sections of the

structure and future protection of its structural components. We recommend implementing the following repairs and maintenance in the next 5 years:

STRUCTURAL ITEMS

South Pier

- Remove and replace existing wearing slab on the Village level.
- Remove and replace existing brick pavers on the Village level.
- Partial and full depth concrete repair of all deteriorated structural slab concrete top and underside surfaces on the Village level.
- Partial and full depth concrete repair of all deteriorated structural slab concrete top and underside surfaces on the Pier level.
- Repair isolated spalling of the beam located below the expansion joint present towards the south side.
- Partial depth concrete beam, column, and wall repair on the Pier and Basin levels.
- Installation of passive cathodic protection systems in all repaired areas.
- Rout and seal unsealed cracks and replace failing crack sealant.
- Removal of all planters on the Village level, install concrete as needed.
- Complete the replacement of the entire fire suppression system of the structure.

Plaza Parking Structure

- Repair damaged P/T beam on the Basin level.
- Repair spalled precast concrete panels on the Village level.
- Repair trip hazards at stair tower landing slab and stair treads.
- Repair of a limited deteriorated structural slab concrete top and underside surfaces and beams/girders on the Pier level. Installation of passive cathodic protection systems.
- Partial depth concrete beam, column wall repair on the Basin level.
- Provide protective paint applications on all mechanical/electrical piping, conduit, and fixtures.

WATERPROOFING WORK ITEM

South Pier

- Install a plaza waterproofing system consisting of a fluid-applied urethane waterproofing membrane with drainage and filter fabric layers on top of the structural slab of the Village level.
- Install waterproofing sheathing along the base perimeters of the building structures on top of the Village level.
- Install new waterproofing coating on the remaining east side and west side of the Pier level.
- Recoat waterproofing membrane on the east side of the Pier level.
- Install supplementary drains and incidental piping in select locations of the Village level slab and/or at planter locations.

Plaza Parking Structure

- Recoat the existing urethane traffic membrane on the exposed portion of the Pier level.
- Install a urethane traffic membrane on the remainder of the Pier level.
- Application of topical corrosion-inhibitor and surface-penetrating sealers on all exposed surfaces that are not coated.
- Waterproofing repairs at tooled joints, cracks, vertical and cove conditions.

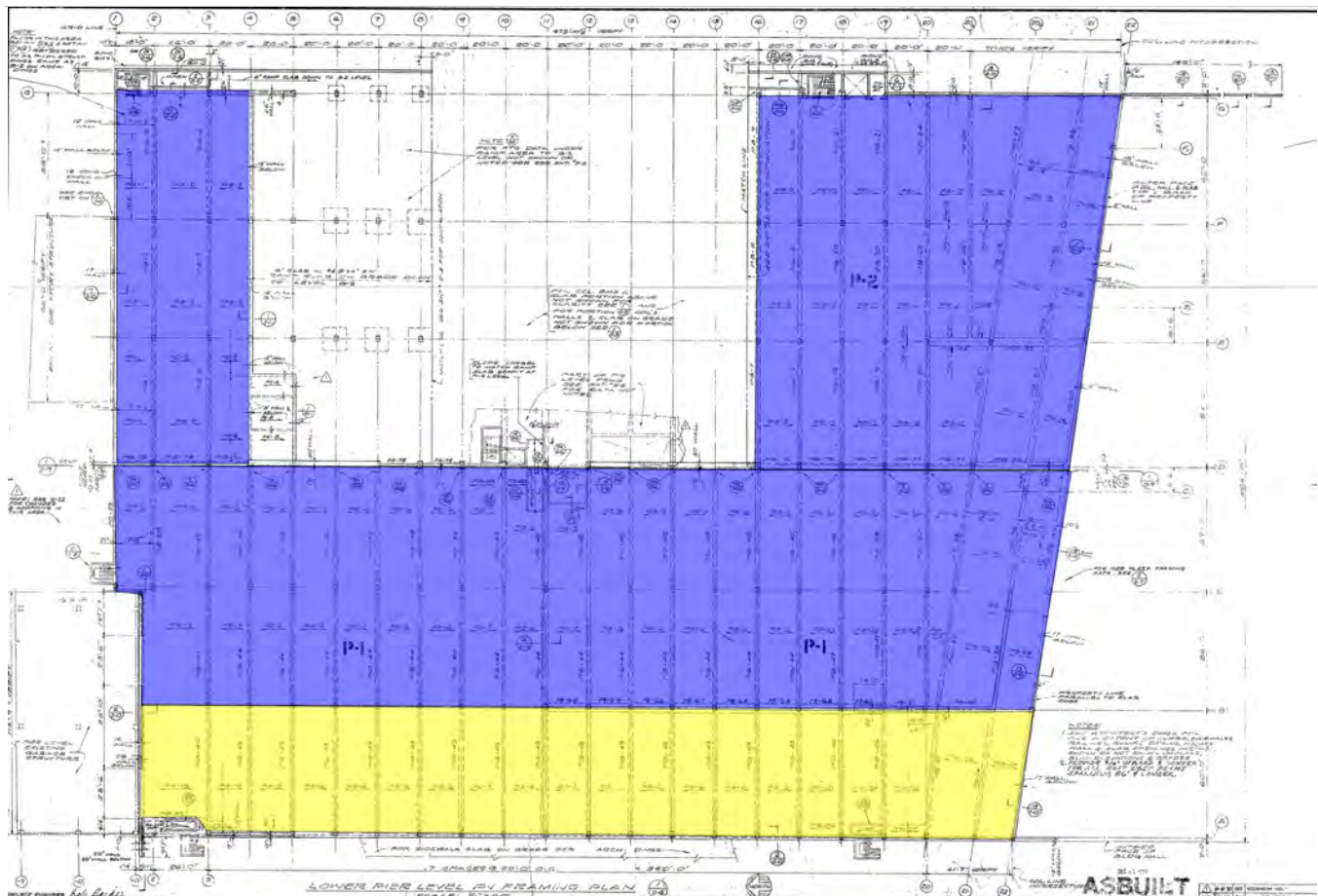
MECHANICAL, ELECTRICAL, AND DRAINAGE WORK ITEMS

- Isolated areas of ponding were observed and should be resolved by either cleaning out the existing drain (if present) or installing a supplementary drain.

MISCELLANEOUS ITEMS

- Clean and paint steel members of all stairs and fencings.
- Repaint traffic markings.

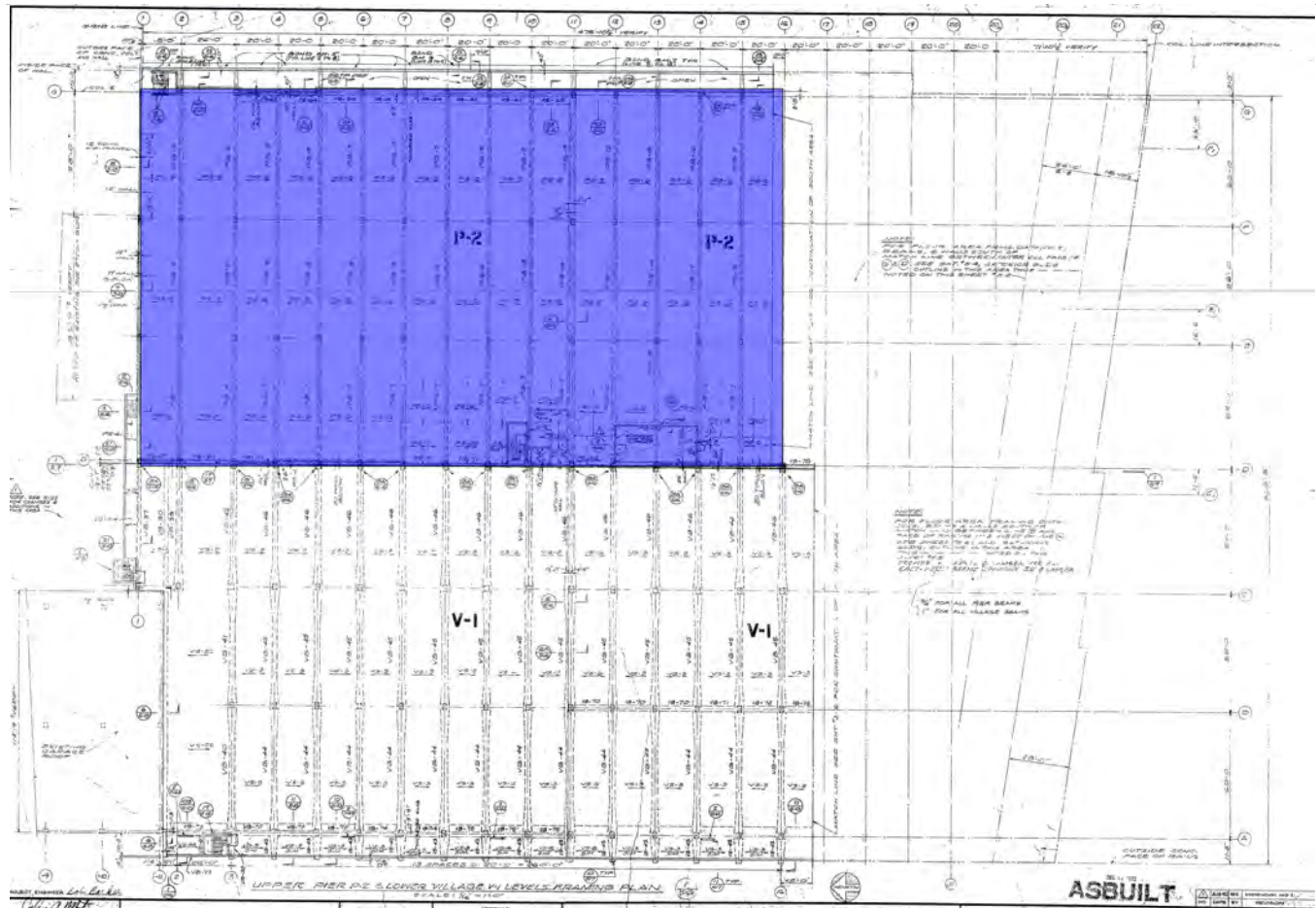
Figure 15– Proposed new traffic membrane and existing traffic membrane locations, Partial South Parking Pier Structure – Pier level



KEY:

- RECOAT EXISTING TRAFFIC MEMBRANE
- INSTALL NEW TRAFFIC MEMBRANE

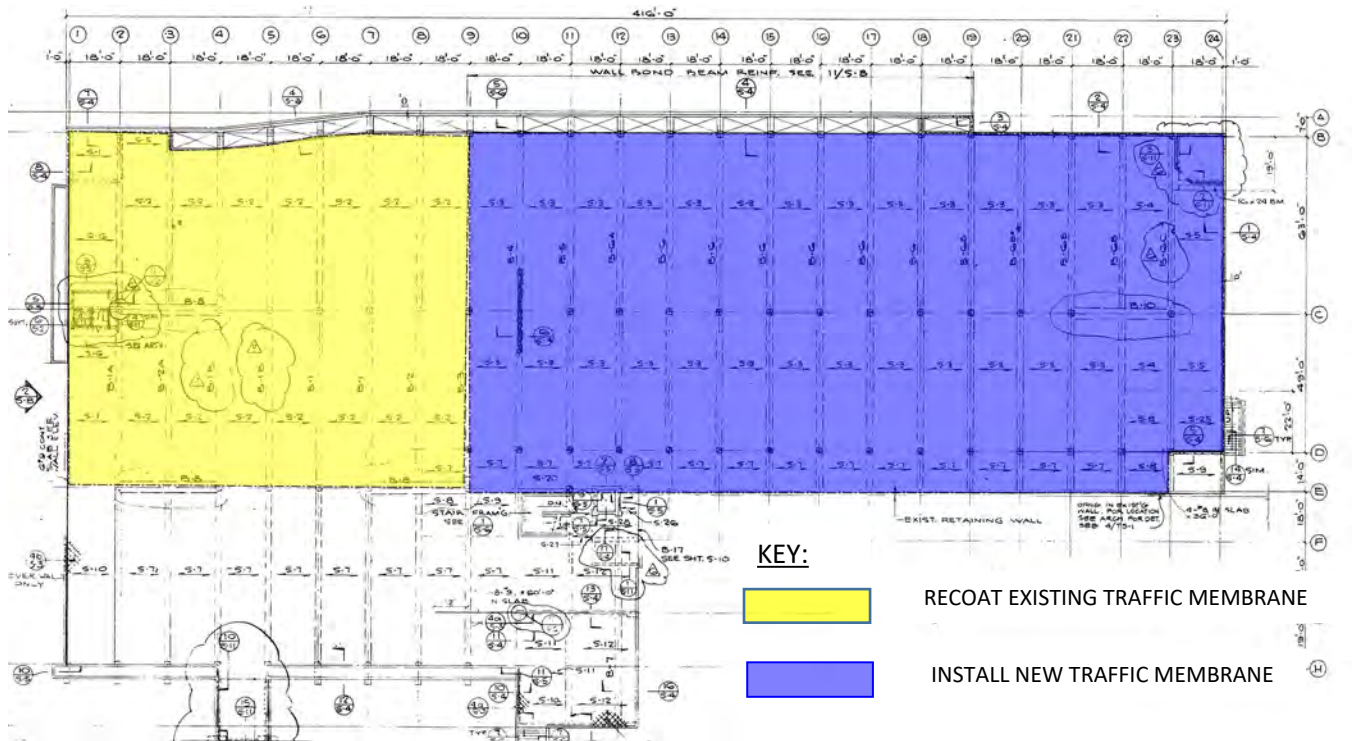
Figure 16– Proposed new traffic membrane and existing traffic membrane locations, Partial South Parking Pier Structure- Pier level



KEY:

- RECOAT EXISTING TRAFFIC MEMBRANE
- INSTALL NEW TRAFFIC MEMBRANE

Figure 17— Proposed new traffic membrane and existing traffic membrane locations, Plaza Parking Structure - Pier level



FUTURE PREVENTATIVE MAINTENANCE

Maintenance performed on a regular basis will take full advantage of the structural repairs and waterproofing work. Without maintenance, the facility will not see the expected service life from the structure or the repairs and waterproofing. Typical maintenance includes routine sealing of joints, recoating of wall and floor membranes along with periodic concrete repairs.

Funds for maintenance of the garage should be accrued yearly considering the life expectancies of certain elements such as sealants, coatings, floor membranes, concrete repairs, etc. The life expectancies expressed vary depending on workmanship, quality of materials, use and exposure to elements. After all the work is completed, the supported level should be washed down at least twice a year.

BENEFITS OF TIMELY REMEDIATION

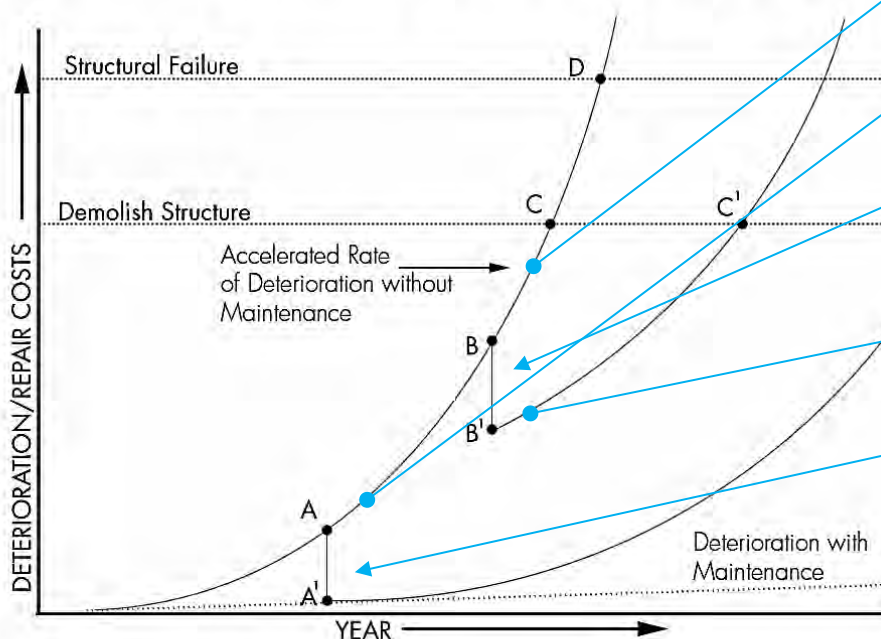
There are many benefits to providing the repair and preventive maintenance program at the earliest feasible time, in addition to the imminent needs of providing the “Immediate Repairs” listed previously.

Long-term delay of repairs significantly increases cost. The cost to repair and maintain this facility will continue to increase at progressively faster rates when deterioration continues as modeled in the following graph. The main benefits from implementing the recommended repairs and waterproofing are:

- Mitigate the infiltration of water and chlorides.
- Maintain the structural capacity and maintain the service life of the structure.
- Cost savings due to avoidance of structural repairs that are more expensive and facility shutdown.
- Higher levels of service to the users of the facility due to fewer days of downtime because of more extensive structural repairs.

- Provides for a greater degree of safety by inhibiting deterioration mechanisms before they have a chance to cause serious harm.
- Long term delay of repairs significantly increases future costs.
- Less noise and disruption both within the garages and the buildings above.

PARKING STRUCTURE DETERIORATION CURVE



"Poor" Garages are between points B and C

"Fair" and "Good" Garages are between points A and B

Short-term repairs (3-5 years) only move curve slightly (B to B1)

Repaired "Fair" and "Good" Garages are between points B1 and C1

Long-term repairs (12 to 20 years) move curve considerably (A to A1)

NOTE:

1. Points A - D represent stages of accelerated deterioration in parking structures.
2. Structures repaired at point A cost less overall and last longer than structures repaired at point B. (Compare curve A' to B')

OPINION OF PROBABLE COSTS

The table below provides our opinion of probable construction costs for the recommended repairs for a Single Year restoration maintenance program. The costs were developed using pricing from our database obtained from similar type projects competitively bid in the Los Angeles area. We anticipate the work would be performed during daytime working hours and the work is phased around an operating garage. Costs for a single year restoration maintenance program are based upon single year construction and do not include inflation and escalation factors typically included for multi-year construction.

According to the American Concrete Institute Committee 362, *"Repairing an existing deteriorated structure involves many unknowns, uncertainties and risks. Especially with regard to repair of chloride caused corrosion damage, the process is considered an extension of the useful life of the deteriorated structure. It is not equivalent to building a new structure with current technology."*

With the development of repair programs such as in this report, contingency funds must be anticipated and included in any budget for repairs to account for concealed, unknown, or unanticipated conditions. For this type of restoration work, we recommend that a 10% contingency be set aside for potential changes due to unknown

conditions. This contingency cost is included in the project costs. The cost estimates are based on second Quarter 2022 dollars.

For a detailed breakdown of each repair program, please see *Appendix A* of this report.

Table 1 – Single year Repair Program–Opinion of Probable Cost

YEAR	BUDGET
2022	\$ 2,145,000
Total	\$ 2,149,500

Recommended Five – Year Repair Program

The table below provides our opinion of probable construction costs for the recommended repairs for a Five-Year restoration maintenance program.

A multi-year phasing scheme has its benefits with respect to capital outlay and phasing of work to maintain greater operation capacity within the facility. Multi-year planning allows the owner to budget capital expenditures annually without creating a significant burden to the budget in any single year. The disadvantage to a multi-year phasing plan is continued degradation of the non-repaired areas. In addition, the cost of the repair program can be expected to grow due to inflation, wage increases, and multiple mobilizations by the contractor.

The following multi-year plan and table outline the effects of inflation, multiple mobilizations, and the growth of deterioration over the multi-year period. Appendix A at the end of this report includes a more detailed cost estimate for this approach.

Table 2 - Five-year Repair program–Opinion of Probable Costs

YEAR	BUDGET
2022	\$ 2,095,000
2023	\$ 3,320,000
2024	\$ 5,016,000
2025	\$ 4,423,500
2026	\$ 296,000
Total	\$ 15,150,500

NOTES:

1. Cost opinions are based on historical data and experience with similar types of work and are based on 2022 prices.
2. Actual costs may vary due to time of year, local economy, or other factors.
3. Cost opinions do not include costs for phasing, inflation, financing or other owner requirements, or bidding conditions.
4. Costs have been increased 3% for inflation each year.
5. Cost opinions do not include upgrades if it becomes necessary to bring the structure up to current building code requirements, seismic upgrades, or for ADA or similar items.
6. The structure has not been reviewed for the presence of, or subsequent mitigation of, hazardous materials including, but not limited to, asbestos and PCB.

NOTE: The budget costs presented are based on historic data. The effects of the COVID-19 pandemic have resulted in changing costs and schedules, therefore, these costs should be considered a rough order of magnitude and used for basic planning purposes. Until the project is designed and bid by a contractor the actual costs may not be realized.

Recommended Ten – Year Repair Program (South Pier Parking Structure)

Per City’s request, as an alternative for City to consider, Walker has also developed a Ten-Year repair program for the South Pier parking structure. The opinion costs for the recommended 10- year repair program for the South Pier parking structure is currently **\$ 16,970,000** in 2022 dollar. The recommended South Pier parking structure maintenance and repair budget for the next ten years is shown below in Table 3, followed by a detailed breakdown in Appendix A.

Table 3 - Ten-year Repair program (South Pier Parking Structure)–Opinion of Probable Costs

YEAR	BUDGET
2022	\$ 1,967,000
2023	\$ 1,250,000
2024	\$ 1,642,000
2025	\$ 2,067,000
2026	\$ 2,657,000
2027	\$ 2,339,000
2028	\$ 1,886,500
2029	\$ 1,540,000
2030	\$ 152,500
2031	\$ 1,469,000
Total	\$ 16,970,000

IMPLEMENTATION

The outlined repair program can be competitively bid and executed by experienced restoration contractors. The first step in this process is to obtain a quality set of bidding documents prepared by experienced restoration engineers. These documents should be procured to ensure repairs are designed appropriately and quantities are sufficiently estimated to competitively bid the project by restoration contractors.

DISCUSSION

Walker developed the original AMP program for the parking structures in 2012 for the City of Redondo Beach. The AMP is a dynamic plan that is most effective when scheduled maintenance is performed, and the plan is updated periodically. Since 2012, the City of Redondo Beach has engaged Walker to perform updated evaluations and planning in 2015. The City of Redondo Beach has performed isolated concrete and waterproofing repairs between 2017 and 2019 for needed repairs and preventative maintenance on the parking structures. The purpose of this update is to bring the asset management plan up-to-date based on the previously completed work and Walker’s observations of the parking structures current condition.

The following discussion section provides a brief explanation of the survey findings to aid in understanding the nature and causes attributing to observed deficiencies, deterioration mechanisms, maintenance problems, and damage which form the basis of our recommendations. Refer to Walker's 2012 and 2015 condition appraisal reports for more information on causes attributed to the observed deficiencies.

Our primary focus of the condition assessment was to identify and update the 2012 and 2015 Walker findings and accordingly develop updated repair protocols that will keep the structures operational for 10 to 15 additional years. In addition to this, we have developed a Single-year repair program that only includes risk management items and isolated structural or waterproofing repairs as discussed below.

OPTION A: SINGLE-YEAR PROGRAM

This repair option includes risk management items and isolated structural or waterproofing repairs. But, as seen in the above figure, repairs cannot address all deterioration or stop future deterioration from developing. This typical scenario is represented by Curve B in the figure above. As seen in this curve, the repair program can address only some of the deterioration, and new deterioration begins to form in areas that were not repaired and at areas surrounding the repairs due to the galvanic ring anode effect.

Additional repair programs can be implemented after the completion of an initial repair program to extend the life of the structure further. But, because new deterioration is anticipated to develop in areas outside of the previous repairs and the life of concrete repairs performed is typically less than the original construction, each future repair program is anticipated to be larger and more costly.

OPTION B: 5-YEAR PROGRAM

This repair option includes risk management items and addresses structural and waterproofing repairs/upgrades to extend the service life of the structure for a limited period. This repair does partially address the corrosion occurring at the spalled areas. This option includes applying a high-performance waterproofing system on the Village slab of the South Parking structure. This waterproofing system will need minimum maintenance and can extend the service life of the garage beyond 10 - 15 years.

Below, please find a review of the conditions of the Redondo Beach South and Plaza Parking Structure.

IMMEDIATE REPAIRS - RISK MANAGEMENT

We observed spalled and loose concrete on multiple locations on both – Pier and the Village level ceiling of the South parking structure. The loose concrete can get detached and introduce a life safety hazard to pedestrians. Remove all loose and delaminated concrete from the slab and beam underside where delaminated concrete appears on the surface. Repairs to these areas can be deferred and addressed during the implementation of the base repair program shown below. Based on Walker's recommendation, these delaminated and loose concrete were removed by City personnel. It is highly recommended that work should be continued and included in a regular maintenance program. Walker recommends all supported slabs, beams, columns, and walls to be reviewed on a regular basis by visual means and sounded by hammer tapping along spalls. Any overhead spalled areas found are a potential safety hazard. The City should continue to review areas of potentially loose and cracked concrete and remove them before they become an overhead hazard.

STRUCTURAL WORK ITEMS

Concrete deterioration is typically caused by the restrained movement of the structure, water intrusion and corrosion of the embedded reinforcement.

Corrosion of steel is an expansive process. As the corrosion expands in size, the corroded product pushes outward on the surrounding concrete. When the bursting forces exceed the tensile strength of the concrete, cracking, delamination, and eventually spalling occur within the concrete. Concrete deterioration within structural elements (floors, beams, and columns) is a concern because the deterioration could result in a reduction of the load-carrying capacity. Manifested concrete deterioration will frequently lead to an acceleration of the deterioration and increased repair costs.

Concrete deterioration is especially harmful to the reinforcement contained within. Steel reinforcement is highly susceptible to corrosion, which occurs when iron (steel) is exposed to oxygen and moisture over time. However, when steel is encased in concrete or mortar, the cementitious material provides a protective oxide layer around the steel reinforcement and prevents the corrosion process from occurring. When steel reinforcement corrodes, it expands causing more cracking and spalling which then decreases the passive corrosion resistance. This self-fueling cycle is why it is important to perform repairs as early as feasibly possible to reduce the amount of deterioration the structure experiences.

STRUCTURAL

South Pier Parking Structure

The 2012 and 2015 condition assessments indicated through both observations and material testing that the parking structures are experiencing varying degrees of deterioration. Based on our observations, the condition of the South Pier parking structure has worsened over time. The most likely explanation for this worsening of the structural durability is due to the delay in implementation of the repair recommendations proposed by Walker in 2012 and 2015 condition assessment reports. However, the replacement of the expansion joint on the Village level was a significant step to hinder the water intrusion. We also noticed the repairs performed during the 2017 repair program at the West end of the South parking structure on the spandrel beams seemed to be working well. During the investigation, several regions were identified where fresh concrete spalling was evident mostly on the elevated slabs.

Even though the parking structure is currently in fair condition, corrosion related deterioration was found throughout the structure. The structure has not yet been greatly affected by the occurring corrosion activity and can be repaired and protected now to mitigate further deterioration. If protection and repairs to the structure are again deferred, then the corrosion activity will continue to deteriorate the structure at an accelerated rate. We have proposed two possible options of repairs and protection. See Appendix A for further information.

Most of the concrete deterioration in the South Pier parking structure is related to long-term environmental exposure that has led to corrosion of the embedded reinforcing steel. In typical reinforced concrete structures, the reinforcing steel is protected from corrosion by a high pH layer that the concrete forms around the reinforcing steel. The high pH layer can breakdown over time when the concrete is exposed to carbon dioxide or chlorides. Once the high pH layer has broken down, reinforcing steel corrosion can occur when water and oxygen are present.

To mitigate the potential for reinforcing steel corrosion, we provide a two-part strategy to provide long-term corrosion protection:

1. The first part of the corrosion protection strategy is the installation of a waterproof membrane coating on the concrete surfaces (discussed in the following section) to eliminate water penetration into the deck and slow the corrosion process.
2. The second part of the corrosion protection strategy involves the application of an electrochemical treatment to counter the remaining corrosion process after the water is shut off.

Plaza Parking Structure

The recent repair project has addressed the significant concrete deterioration and restored components of the waterproofing and building systems. The concrete structural elements within the Plaza parking structure were generally in good condition, with only a few minor isolated areas of spalled or delaminated cover concrete noted in the entire structure. We recommend repairing these areas by removing all loose concrete and concrete immediately surrounding embedded reinforcement, cleaning any corrosion off the embedded reinforcement,

applying a corrosion-inhibiting coating to the exposed reinforcement, and finishing the area with a high-performance repair mortar to stop the spread of the damage at this early stage. Also, we identified one partially exposed and damaged post-tensioning beam tendon on the Basin level. We recommended repairing the P/T tendon in both proposed repair programs. In addition, concrete stair deterioration was observed. Deteriorated concrete steps can be a trip hazard to pedestrians and should be repaired. We also identified several unsealed cracks on the Pier level with direction parallel to the primary P-T reinforcement. Based on our visual observation, we do not believe these cracks are a structural concern and it is likely that these cracks were present during Walkers last condition assessment and are now visible. We recommend routing and sealing these cracks to keep moisture away from the reinforcement.

WATERPROOFING SYSTEMS

Waterproofing is essential for structures to meet, and in some cases exceed, their intended lifespan especially in structures exposed to acidic environments such as the South Pier and Plaza parking structures. Parking structures are unique in that they are often exposed to the elements and consequently are often overlooked in terms of their waterproofing measures. Cracking, spalling, or exposed joints are all opportunities for moisture intrusion. Concrete itself is a porous material and will inherently allow some moisture to penetrate beyond the surface. Water intrusion is detrimental to the structural integrity and lifespan of a structure, especially for reinforced concrete or steel structures. Waterproofing membranes or sealers are often used in addition to crack and joint sealants to protect the underlying structural elements and prevent water ingress.

South Pier Parking Structure

The Village level consists of a supported deck over the parking structure. The Village level is comprised of topping slab, planters, existing buildings, and brick paved walkways and driveways laid over a structural deck slab. All these components must be thoughtfully designed and detailed to produce a comprehensive and effective system.

Due to the buried and layered nature of the waterproofing elements in similar deck systems, leaks are difficult to discern and locate. It is possible to visually observe leaks through the underside of structural slabs; however, since moisture can migrate laterally above and through the slab, it can be difficult to detect and locate breaches using this method. Test methods such as thermal imaging, and low and high voltage testing exist to provide effective means of locating and repairing leaks within a plaza system.

At the raised sidewalk plaza area, there were several failed sealant joints and unsealed cracks. It is believed that there is a waterproofing system beneath the raised sidewalk. Buried waterproofing systems typically have a life expectancy of 30+ years and can be very costly to replace because they require the removal of the sidewalk. We recommend a program be developed to replace the buried waterproofing system as needed. Our 5-year cost opinion includes full replacement of the plaza waterproofing and concrete topping slab.

Plaza Parking Structure

With the repairs completed under the recent restoration project, the implementation of a preventative maintenance plan provides a programming tool for the City to budget for future maintenance needs of the Plaza parking structure. This preventative maintenance plan focuses on the maintenance cycle of waterproofing items such as traffic membrane, sealants, expansion joints, and other items that protect underlying materials and not day-to-day operational maintenance such as sweeping, trash removal, and cleaning.

With the Plaza parking structure located near the marine environment, the focus of the maintenance will be installing new traffic membrane on the remainder of the Pier level structural slab and recoating the existing traffic coating on the Pier level. Traffic coating also typically sees wear on the high abrasion areas such as sharp turns

along main travel paths and requires recoating with a texture coat in 6- 8 years. Sealants and expansion joints on covered levels typically have a service life of 10-12 years.

OBSERVATIONS

On November 3, 4, and 10, 2021, Walker Consultants performed a condition assessment of the South and Plaza Parking Structures. The assessment consisted of a visual review of representative exposed structural elements (columns, beams, walls,) and waterproofing elements (sealants and expansion joints). Our assessment also included chain dragging and hammer sounding of representative areas to identify concrete delaminations and possible corrosion of the embedded steel reinforcement. In addition, a limited visual review of the structures' façade was performed from the Ground level.

The following conditions were noted. The referenced photographs are included in Appendix B.

South Parking structure

Village Level

- Chain drags sounding of the Village level floor revealed isolated floor deterioration. Sounding the previous floor repairs indicated delamination which indicated that the repairs are not generally performing acceptably. Isolated floor cracks were also observed (Photo 1.1 to 1.5).
- Typical concrete topping deterioration with exposed and corroded reinforcement was observed primarily on the Village level along drive lanes (Photos 1.6 and 1.7).
- Typical Village level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.8 and 1.9).
- Typical cracked and spalled pavers at Village level (Photos 1.10 and 1.11).
- Expansion joint cover plate bolts were seen projecting out, missing or loose (Photos 1.12 and 1.13).
- Typical deteriorated / spalled concrete planter walls (Photos 1.14).
- Fiber reinforcing wrap on the underside soffit surfaces of the Village level is deteriorated due to the moisture entrapment (Photos 1.15 and 1.16).

Pier Level

- Chain drags sounding of the Pier level floor revealed isolated floor deterioration. Sounding the previous floor repairs indicated delamination which indicated that the repairs are not generally performing acceptably. Isolated floor cracks were also observed (Photo 1.17 and 1.18).
- Typical concrete slab deterioration with exposed and corroded reinforcement was observed primarily on Pier level on the northeastern side (Photos 1.19 to 1.21).
- Isolated slab edge deterioration and spalls with exposed and corroded reinforcement (Photos 1.22 and 1.23).
- Isolated concrete wall delamination and spalling with exposed rebars (Photos 1.24 and 1.25).
- Typical Pier level soffit slab deterioration and spalls with exposed and corroded reinforcement (Photos 1.26 to 1.28).
- Isolated beam deterioration with exposed and corroded reinforcement was observed primarily below the expansion joint (running north-south at south end of the garage) with other isolated locations (Photos 1.29 and 1.30).
- Urethane traffic membrane was observed in poor to fair condition on the West side of the entire Pier level. Most of the high-traffic turning radii has worn surfaces with aggregate roll-out observed (Photos 1.31 and 1.32).

- The fiber reinforcing wraps with added concrete cover at select columns on the west elevations were observed. Also, some of the underside soffit surfaces of the Pier Level had received fiber reinforcing wrap (Photos 1.33).
- Underside drain piping was corroding (Photo 1.34 and 1.35).

Basin Level

- Typical slab on grade spalls (Photo 1.36 and 1.37).
- Minor isolated concrete spalling was observed at the corners of the interior columns at a few locations on the basement and main parking levels (Photo 1.38).

Stair Towers

There are five stair towers servicing the garage: stair #1, located on the northeast side of the garage; stair #2, located on the southeast side of the garage; stair #3, located on the northwest side of the garage; stair #4, located on the southwest side of the garage; and stair #5, located in the center on the middle spline of the garage. Overall, all stair systems appear in fair to good condition, with the following observed:

- Stair #2, 3, and 4:
 - Stair treads coating are peeled off (Photo 1.39 and 1.40).
- Stair #5:
 - Corrosion can be seen on all steel railing surfaces (Photo 1.41 and 1.42).

Plaza Parking structure

Plaza Level

- Typical precast concrete spandrel deterioration with exposed and corroded reinforcement (Photo 2.1 and 2.2).
- Missing roof tiles above the stair tower were observed (Photo 2.3).
- Drains were plugged with leaves and minor amounts of trash (Photo 2.4).

Pier Level

- Isolated concrete floor deterioration with exposed and corroded reinforcement was observed primarily on Pier level (Photos 2.5).
- Isolated Pier level soffit slab corner deterioration and spalls with exposed and corroded reinforcement (Photos 2.6 and 2.7).
- Typical floor cracks were also observed (Photo 2.8).
- Typical ceiling cracking was observed parallel to most of the beams of the Pier Level (Photo 2.9)

Basin Level

- Isolated delaminated concrete ceiling (Photo 2.10).
- Isolated delamination on the concrete walls exposing corroded reinforcement (Photo 2.11 and 2.12).
- Concrete stair deterioration was observed (Photo 2.13 and 2.14).
- Isolated damaged P/T rebar of a concrete beam (Photo 2.15).

Exteriors

- Slab edge spalling and exposed rebar was observed mainly at the southwest end of South Pier parking garage. (Photo 3.1).
- Isolated concrete curb delamination was observed at the south end of South Pier parking garage (Photo 3.2).
- Isolated concrete wall delamination with exposed corroded rebar was observed on the south end of the South Pier parking garage (Photo 3.3).

LIMITATIONS

This report contains the professional opinions of Walker Consultants based on the conditions observed as of the date of our site visit and documents made available to us by the City of Redondo Beach (Client). This report is believed to be accurate within the limitations of the stated methods for obtaining information.

We have provided our opinion of probable costs from visual observations and field survey work. The opinion of probable repair costs is based on available information at the time of our condition appraisal and from our experience with similar projects. There is no warranty to the accuracy of such cost opinions as compared to bids or actual costs. This condition appraisal and the recommendations therein are to be used by Client with additional fiscal and technical judgment.

It should be noted that our renovation recommendations are conceptual in nature and do not represent changes to the original design intent of the structure. As a result, this report does not provide specific repair details or methods, construction contract documents, material specifications, or details to develop the construction cost from a contractor.

Based on the agreed scope of services, the condition appraisal was based on certain assumptions made on the existing conditions. Some of these assumptions cannot be verified without expanding the scope of services or performing more invasive procedures on the structure. More detailed and invasive testing may be provided by Walker Consultants as an additional service upon written request from Client.

The recommended repair concepts outlined represent current generally accepted technology. This report does not provide any kind of guarantee or warranty on our findings and recommendations. Our condition appraisal was based on and limited to the agreed scope of work. We do not intend to suggest or imply that our observation has discovered or disclosed latent conditions or has considered all possible improvement or repair concepts.

A review of the facility for Building Code compliance and compliance with the Americans with Disabilities Act (ADA) requirements was not part of the scope of this project. However, it should be noted that whenever significant repair, rehabilitation, or restoration is undertaken in an existing structure, ADA design requirements may become applicable if there are currently unmet ADA requirements. Similarly, we have not reviewed or evaluated the presence of or the subsequent mitigation of hazardous materials, including, but not limited to, asbestos, and PCB. In addition, seismic evaluation of the subject parking structure for compliance with the current building code was not part of the scope of this project.

This report was created for the use of Client and may not be assigned without written consent from Walker Consultants. The use of this report by others is at their own risk. Failure to make repairs recommended in this report in a timely manner using appropriate measures for safety of workers and persons using the facility could increase the risks to users of the facility. The client assumes all liability for personal injury and property damage caused by current conditions in the facility or by construction, means, methods, and safety measures implemented during facility repairs. Client shall indemnify or hold Walker Consultants harmless from liability and expense, including reasonable attorney's fees incurred by Walker Consultants as a result of Client's failure to implement repairs or to conduct repairs in a safe and prudent manner.

APPENDIX-A
TABLE A1 - Executive Summary – 5 Year Budget Forecast
**Table CS-1
Combined Structures
Executive Summary**


WORK DESCRIPTION	TOTAL COST	2022	2023	2024	2025	2026
Work Categories						
General Conditions	\$ 1,648,000	\$ 228,000	\$ 361,000	\$ 545,500	\$ 481,000	\$ 32,500
Structural / Concrete Repairs	\$ 7,060,500	\$ 1,149,000	\$ 1,717,000	\$ 3,114,500	\$ 1,080,000	\$ -
Waterproofing	\$ 3,646,000	\$ 360,000	\$ 680,000	\$ 520,000	\$ 2,086,000	\$ -
Stair Tower Repair	\$ 55,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 52,000
Mechanical / Electrical / Plumbing	\$ 136,500	\$ -	\$ 8,000	\$ -	\$ -	\$ 128,500
Architectural / Miscellaneous	\$ 71,500	\$ -	\$ -	\$ -	\$ 38,500	\$ 33,000
Functional & Accessibility	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
Contingency 10%	\$ 1,264,000	\$ 175,000	\$ 277,000	\$ 418,000	\$ 369,000	\$ 25,000
Consulting & Engineering Fees	\$ 1,264,000	\$ 175,000	\$ 277,000	\$ 418,000	\$ 369,000	\$ 25,000
Opinion of Annual Budget (Dollars)	\$ 15,150,500	\$ 2,095,000	\$ 3,320,000	\$ 5,016,000	\$ 4,423,500	\$ 296,000
Opinion of Annual Budget (Adjusted Future Value)	\$ 16,484,000	\$ 2,158,000	\$ 3,522,300	\$ 5,481,200	\$ 4,978,800	\$ 343,200

WC PROJECT No. 37-009397.00

June 6, 2022

TABLE A1.1 – South Pier Parking Structure – 5 Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 1,555,500	\$ 214,000	\$ 352,000	\$ 545,500	\$ 415,000	\$ 29,000
1.1	General Conditions / Mobilization	\$ 1,555,500	214,000	352,000	545,500	415,000	29,000
2.00	Structural / Concrete Repairs	\$ 4,924,500	\$ 1,045,000	\$ 1,665,000	\$ 3,114,500	\$ 1,080,000	\$ -
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 1,350,000			\$ 1,350,000		
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 157,500			\$ 157,500		
2.3	Replacement of Wearing Slab - Village Level Drive Lanes / Parking	\$ 1,470,000	\$ 630,000	\$ 560,000	\$ 280,000		
2.4	Concrete Repair - Ceilings	\$ 400,000	\$ 400,000				
2.5	Concrete Repair - Columns, Beams, Walls	\$ 100,000			\$ 100,000		
2.6	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 42,000	\$ 35,000		\$ 7,000		
2.7	Curbs and Walks	\$ 125,000			\$ 125,000		
2.8	Remove Planters	\$ 25,000		\$ 25,000			
2.9	Replacement of Wearing Slab - Village Level Walks (Pavers)	\$ 1,890,000	\$ 630,000	\$ 630,000	\$ 630,000		
2.10	Replacement of Walks - Village Level	\$ 1,350,000		\$ 450,000	\$ 450,000	\$ 450,000	
2.11	Slab on Grade	\$ 15,000			\$ 15,000		
3.00	Waterproofing	\$ 3,225,000	\$ 360,000	\$ 480,000	\$ 520,000	\$ 1,665,000	\$ -
3.1	Plaza-Type Waterproofing System - Village Level Drive Lanes	\$ 840,000	\$ 360,000	\$ 320,000	\$ 160,000		
3.2	Plaza-Type Waterproofing System - Walks	\$ 1,080,000		\$ 360,000	\$ 360,000	\$ 360,000	
3.3	Rout/Seal Cracks	\$ 72,000				\$ 72,000	
3.4	Construction Joint Sealants	\$ 37,000				\$ 37,000	
3.5	Cove Sealants	\$ 30,000				\$ 30,000	
3.6	Foundation Waterproofing - Village Level Buildings Bases	\$ 126,000				\$ 126,000	
3.7	Traffic -Rated Deck Coating - Replace - West Pier Level	\$ 640,000				\$ 640,000	
3.8	Traffic Coating - Partial East Pier Level	\$ 400,000				\$ 400,000	
4.00	Stair Tower Repair	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000
4.1	Paint Stair Structure Frame	\$ 20,000					\$ 20,000
4.2	Paint Hand Railings	\$ 20,000					\$ 20,000
5.00	Mechanical / Electrical / Plumbing	\$ 117,500	\$ -	\$ -	\$ -	\$ -	\$ 117,500
5.1	New Drain Installation	\$ 35,000					\$ 35,000
5.2	New Piping Installation	\$ 35,000					\$ 35,000
5.3	Drain Repair/Replacement	\$ 12,500					\$ 12,500
5.4	MEP Allowance	\$ 30,000					\$ 30,000
5.5	Clean and Flush Drains/Pipes	\$ 5,000					\$ 5,000
6.00	Architectural / Miscellaneous	\$ 53,000	\$ -	\$ -	\$ -	\$ 20,000	\$ 33,000
6.1	Paint Ceilings, Walls, and Columns - Spot Repair	\$ 30,000					\$ 30,000
6.2	Repair Timber Railing Posts & Attachments	\$ 3,000					\$ 3,000
6.3	Re-Paint Traffic Markings	\$ 20,000				\$ 20,000	
	Sub Total	\$ 11,915,500	\$ 1,639,000	\$ 2,697,000	\$ 4,180,000	\$ 3,180,000	\$ 219,500
	Contingency 10%	\$ 1,192,000	\$ 164,000	\$ 270,000	\$ 418,000	\$ 318,000	\$ 22,000
	Consulting & Engineering Fees	\$ 1,192,000	\$ 164,000	\$ 270,000	\$ 418,000	\$ 318,000	\$ 22,000
	Opinion of Annual Budget (2021 Dollars)	\$ 14,299,500	\$ 1,967,000	\$ 3,237,000	\$ 5,016,000	\$ 3,816,000	\$ 263,500
	Opinion of Annual Budget (Adjusted Future Value)	\$ 15,542,000	\$ 2,026,100	\$ 3,434,200	\$ 5,481,200	\$ 4,295,000	\$ 305,500

Note: Future value cost based on inflation; 3% annually

WC PROJECT No. 37-009397.00`

June 6, 2022

TABLE A1.2 - Plaza Parking Structure – 5 Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	5-YEAR TOTAL COST	2022	2023	2024	2025	2026
1.00	General Conditions	\$ 92,500	\$ 14,000	\$ 9,000	\$ -	\$ 66,000	\$ 3,500
1.1	General Conditions / Mobilization	\$ 92,500	14,000	9,000		66,000	3,500
2.00	Structural / Concrete Repairs	\$ 136,000	\$ 84,000	\$ 52,000	\$ -	\$ -	\$ -
2.1	Partial Depth Concrete Stair Repair	\$ 75,000	75,000				
2.2	Partial Depth Concrete Repair - PCP	\$ 9,000	9,000				
2.3	Concrete Repair - Columns, Beams, Walls and Ceilings	\$ 45,000		45,000			
2.4	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 4,500		4,500			
2.5	Precast Spandrel Repair	\$ 2,500		2,500			
3.00	Waterproofing	\$ 421,000	\$ -	\$ -	\$ -	\$ 421,000	\$ -
3.1	Expansion Joint Replacement	\$ 25,000				25,000	
3.2	Rout/Seal Cracks	\$ 40,000				40,000	
3.3	Construction Joint Sealants	\$ 8,000				8,000	
3.4	Traffic Topping Membrane	\$ 256,000				256,000	
3.5	Traffic Topping Membrane - Recoat	\$ 90,000				90,000	
3.6	Cracks (Chemical Grout Injection)	\$ 2,000				2,000	
4.00	Stair Tower Repair	\$ 15,000	\$ 3,000	\$ -	\$ -	\$ -	\$ 12,000
4.1	Paint Stair Structure Frame	\$ 7,000					7,000
4.2	Paint Hand Railings	\$ 5,000					5,000
4.3	Roof Tiles	\$ 3,000	3,000				
5.00	Mechanical / Electrical / Plumbing	\$ 19,000	\$ -	\$ 8,000	\$ -	\$ -	\$ 11,000
5.1	Clean Light Fixture Lenses	\$ 2,000					2,000
5.2	Clean and Flush Drains/Pipes	\$ 12,000		8,000			4,000
5.3	Check CO Monitors	\$ 1,000					1,000
5.4	Light Fixture Replacement	\$ 500					500
5.5	Relamp Fixtures	\$ 500					500
5.6	Routine Elevator Maintenance	\$ 3,000					3,000
6.00	Architectural / Miscellaneous	\$ 18,500	\$ -	\$ -	\$ -	\$ 18,500	\$ -
6.1	Paint Ceilings, Walls, and Columns	\$ 12,000				12,000	
6.2	Reset Parking Bumpers (Wheel stops)	\$ 1,500				1,500	
6.3	Re-Paint Traffic Markings	\$ 5,000				5,000	
7.00	Functional & Accessibility	\$ 5,000	\$ 5,000	\$ -	\$ -	\$ -	\$ -
7.1	Repair Broken Tendon Allowance	\$ 5,000	5,000				
		5-YEAR TOTAL COST	2022	2023	2024	2025	2026
Sub Total		\$ 707,000	\$ 106,000	\$ 69,000	\$ -	\$ 505,500	\$ 26,500
Contingency 10%		\$ 72,000	\$ 11,000	\$ 7,000	\$ -	\$ 51,000	\$ 3,000
Consulting & Engineering Fees		\$ 72,000	\$ 11,000	\$ 7,000	\$ -	\$ 51,000	\$ 3,000
Opinion of Annual Budget (2021 Dollars)		\$ 851,000	\$ 128,000	\$ 83,000	\$ -	\$ 607,500	\$ 32,500
Opinion of Annual Budget (Adjusted Future Value)		\$ 942,000	\$ 131,900	\$ 88,100	\$ -	\$ 683,800	\$ 37,700

Note: Future value cost based on inflation; 3% annually

TABLE A2 - Executive Summary – Single - Year Budget Forecast

Table CS-1

Combined Structures

Executive Summary



WORK DESCRIPTION	TOTAL COST
Work Categories	
General Conditions	\$ 234,000
Structural / Concrete Repairs	\$ 1,128,500
Waterproofing	\$ 400,000
Mechanical / Electrical / Plumbing	\$ 15,000
Architectural / Miscellaneous	\$ 5,000
Functional & Accessibility	\$ 5,000
Contingency 10%	\$ 179,500
Consulting & Engineering Fees	\$ 179,500
Opinion of Annual Budget (Dollars)	\$ 2,149,500

TABLE A2.1 – South Pier Parking Structure – Single Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	2022
1.00	General Conditions	\$ 220,000
1.1	General Conditions / Mobilization	\$ 220,000
2.00	Structural / Concrete Repairs	\$ 1,044,500
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 450,000
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 52,500
2.3	Concrete Repair - Ceilings	\$ 400,000
2.4	Concrete Repair - Columns, Beams, Walls	\$ 100,000
2.5	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 42,000
3.00	Waterproofing	\$ 400,000
3.1	Traffic Coating - Partial East Pier Level	\$ 400,000
4.00	Mechanical / Electrical / Plumbing	\$ 15,000
4.1	MEP Allowance	\$ 10,000
4.2	Clean and Flush Drains/Pipes	\$ 5,000
5.00	Architectural / Miscellaneous	\$ 5,000
5.1	Re-Paint Traffic Markings	\$ 5,000
	Sub Total	\$ 1,684,500
	Contingency 10%	\$ 168,500
	Consulting & Engineering Fees	\$ 168,500
	Opinion of Annual Budget (2021 Dollars)	\$ 2,021,500

TABLE A2.2 - Plaza Parking Structure – Single Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	2022
1.00	General Conditions	\$ 14,000
1.1	General Conditions / Mobilization	\$ 14,000
2.00	Structural / Concrete Repairs	\$ 84,000
2.1	Partial Depth Concrete Stair Repair	\$ 75,000
2.2	Partial Depth Concrete Repair - PCP	\$ 9,000
2.3	Concrete Repair - Columns, Beams, Walls and Ceilings	\$ -
2.4	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ -
2.5	Precast Spandrel Repair	\$ -
3.00	Stair Tower Repair	\$ 3,000
3.1	Roof Tiles	\$ 3,000
4	Functional & Accessibility	\$ 5,000
4.1	Repair Broken Tendon Allowance	\$ 5,000
		5-YEAR TOTAL COST
	Sub Total	\$ 106,000
	Contingency 10%	\$ 11,000
	Updated Condition Assessment	\$ -
	Consulting & Engineering Fees	\$ 11,000
	Opinion of Annual Budget (2021 Dollars)	\$ 128,000

TABLE A3– South Pier Parking Structure – Ten Year Budget Forecast

ITEM NO.	WORK DESCRIPTION	10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
1.00	General Conditions	\$ 1,846,000	\$ 214,000	\$ 136,000	\$ 178,500	\$ 225,000	\$ 289,000	\$ 254,500	\$ 205,000	\$ 167,500	\$ 16,500	\$ 160,000
1.1	General Conditions / Mobilization	\$ 1,846,000	\$ 214,000	\$ 136,000	\$ 178,500	\$ 225,000	\$ 289,000	\$ 254,500	\$ 205,000	\$ 167,500	\$ 16,500	\$ 160,000
2.00	Structural / Concrete Repairs	\$ 7,678,500	\$ 1,065,000	\$ 585,000	\$ 1,029,500	\$ 648,000	\$ 1,150,500	\$ 1,150,500	\$ 1,150,500	\$ 899,500	\$ -	\$ -
2.1	Partial Depth Concrete Floor Repair - Supported Slabs	\$ 1,921,000			\$ 450,000		\$ 450,000	\$ 346,000	\$ 450,000	\$ 225,000		
2.2	Partial Depth Concrete Repair - Supported Slabs - PCP	\$ 231,500			\$ 52,500		\$ 52,500	\$ 47,500	\$ 52,500	\$ 26,500		
2.3	Replacement of Wearing Slab - Village Level Drive Lanes / Parking	\$ 1,470,000	\$ 630,000	\$ 560,000	\$ 280,000							
2.4	Concrete Repair - Ceilings	\$ 500,000	\$ 400,000					\$ 100,000				
2.5	Concrete Repair - Columns, Beams, Walls	\$ 100,000			\$ 100,000							
2.6	Concrete Repair - Columns, Beams, Walls and Ceilings - PCP	\$ 51,000	\$ 35,000		\$ 7,000			\$ 9,000				
2.7	Curbs and Walks	\$ 125,000			\$ 125,000							
2.8	Remove Planters	\$ 25,000		\$ 25,000								
2.9	Replacement of Wearing Slab - Village Level Walks (Pavers)	\$ 1,890,000				\$ 378,000	\$ 378,000	\$ 378,000	\$ 378,000	\$ 378,000		
2.10	Replacement of Walks - Village Level	\$ 1,350,000				\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000	\$ 270,000		
2.11	Slab on Grade	\$ 15,000			\$ 15,000							
3.00	Waterproofing	\$ 4,265,000	\$ 360,000	\$ 320,000	\$ 160,000	\$ 841,000	\$ 576,000	\$ 536,000	\$ 216,000	\$ 216,000	\$ -	\$ 1,040,000
3.1	Plaza-Type Waterproofing System - Village Level Drive Lanes	\$ 840,000	\$ 360,000	\$ 320,000	\$ 160,000							
3.2	Plaza-Type Waterproofing System - Walks	\$ 1,080,000				\$ 216,000	\$ 216,000	\$ 216,000	\$ 216,000	\$ 216,000		
3.3	Rout/Seal Cracks	\$ 72,000				\$ 72,000						
3.4	Construction Joint Sealants	\$ 37,000				\$ 37,000						
3.5	Cove Sealants	\$ 30,000				\$ 30,000						
3.6	Foundation Waterproofing - Village Level Buildings Bases	\$ 126,000				\$ 126,000						
3.7	Traffic Rated Deck Coating - Replace - West Pier Level	\$ 1,280,000				\$ 240,000	\$ 240,000	\$ 160,000				\$ 640,000
3.8	Traffic Coating - Partial East Pier Level	\$ 800,000				\$ 120,000	\$ 120,000	\$ 160,000				\$ 400,000
4.00	Stair Tower Repair	\$ 80,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ -	\$ -	\$ 40,000	\$ -
4.1	Paint Stair Structure Frame	\$ 40,000					\$ 20,000				\$ 20,000	
4.2	Paint Hand Railings	\$ 40,000					\$ 20,000				\$ 20,000	
5.00	Mechanical / Electrical / Plumbing	\$ 187,500	\$ -	\$ -	\$ -	\$ -	\$ 117,500	\$ -	\$ -	\$ -	\$ 70,000	\$ -
5.1	New Drain Installation	\$ 70,000					\$ 35,000				\$ 35,000	
5.2	New Piping Installation	\$ 35,000					\$ 35,000					
5.3	Drain Repair/Replacement	\$ 12,500					\$ 12,500					
5.4	MEP Allowance	\$ 60,000					\$ 30,000				\$ 30,000	
5.5	Clean and Flush Drains/Pipes	\$ 10,000					\$ 5,000				\$ 5,000	
6.00	Architectural / Miscellaneous	\$ 81,000	\$ -	\$ -	\$ -	\$ 8,000	\$ 41,000	\$ 8,000	\$ -	\$ -	\$ -	\$ 24,000
6.1	Paint Ceilings, Walls, and Columns - Spot Repair	\$ 30,000					\$ 30,000					
6.2	Repair Timber Railing Posts & Attachments	\$ 3,000					\$ 3,000					
6.3	Re-Paint Traffic Markings	\$ 48,000				\$ 8,000	\$ 8,000	\$ 8,000				\$ 24,000
		10-YEAR TOTAL COST	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
	Subtotal (Pre - General Conditions)	\$ 12,292,000	\$ 1,425,000	\$ 905,000	\$ 1,189,500	\$ 1,497,000	\$ 1,925,000	\$ 1,694,500	\$ 1,366,500	\$ 1,115,500	\$ 110,000	\$ 1,064,000
	Sub Total	\$ 14,138,000	\$ 1,639,000	\$ 1,041,000	\$ 1,368,000	\$ 1,722,000	\$ 2,214,000	\$ 1,949,000	\$ 1,571,500	\$ 1,283,000	\$ 126,500	\$ 1,224,000
	Contingency 10%	\$ 1,416,000	\$ 164,000	\$ 104,500	\$ 137,000	\$ 172,500	\$ 221,500	\$ 195,000	\$ 157,500	\$ 128,500	\$ 13,000	\$ 122,500
	Consulting & Engineering Fees	\$ 1,416,000	\$ 164,000	\$ 104,500	\$ 137,000	\$ 172,500	\$ 221,500	\$ 195,000	\$ 157,500	\$ 128,500	\$ 13,000	\$ 122,500
	Opinion of Annual Budget (2022 Dollars)	\$ 16,970,000	\$ 1,967,000	\$ 1,250,000	\$ 1,642,000	\$ 2,067,000	\$ 2,657,000	\$ 2,339,000	\$ 1,886,500	\$ 1,540,000	\$ 152,500	\$ 1,469,000
	Opinion of Annual Budget (Adjusted Future Value)	\$ 19,214,000	\$ 1,967,000	\$ 1,287,500	\$ 1,742,000	\$ 2,258,700	\$ 2,990,500	\$ 2,711,600	\$ 2,252,600	\$ 1,894,100	\$ 193,200	\$ 1,916,800

APPENDIX-B

1.SOUTH PIER PARKING STRUCTURE

Photo 1.1- Concrete delamination, Village level (BA1-50)



Photo 1.2- Concrete delamination, Village level (SH1-167)



Photo 1.3- Delaminated previous repair, Village level (BA1-111)



Photo 1.4- Cracks on concrete floor slab, Village level (SH1-165)



Photo 1.5- Cracks on concrete floor slab, Village level (BA1-80)



Photo 1.6- Exposed rebar on floor, Village level (SH1-168)



Photo 1.7- Exposed rebar on floor, Village level (SH1-180)



Photo 1.8- Soffit slab deterioration and spalls with exposed reinforcement, Village level (SH1-8)



Photo 1.9- Soffit slab deterioration and spalls with exposed reinforcement, Village level (MM1-52)



Photo 1.10- Typical spalled and cracked pavers, Village level (BA1-113)



Photo 1.11- Typical spalled and cracked pavers, Village level (SH1-190)



Photo 1.12- Expansion joint cover plate bolts projecting out, Village level (BA1-139)



Photo 1.13- Expansion joint cover plate bolts projecting out, Village level (SH1-185)



Photo 1.14- Typical spalled concrete planter walls, Village level (BA1-58)



Photo 1.15- Deteriorated fiber reinforcing wrap, Village level (SH1-88)



Photo 1.16- Deteriorated fiber reinforcing wrap, Village level (SH1-96)



Photo 1.17- Concrete delamination, Pier level (SH2-7)



Photo 1.18- Concrete delamination, Pier level (SH2-21)



Photo 1.19- Exposed rebar on floor, Pier level (SH2-8)



Photo 1.20- Exposed rebar on floor, Pier level (SH2-17)



Photo 1.21- Concrete spalling at slabs, Pier level (SH2-10)



Photo 1.22- Isolated slab edge spall, Pier level (MM1-129)



Photo 1.23- Isolated slab edge spall, Pier level (SH1-198)



Photo 1.24- Exposed rebar on wall, Pier level (SH1-117)



Photo 1.25- Exposed rebar on wall, Pier level (SH1-118)

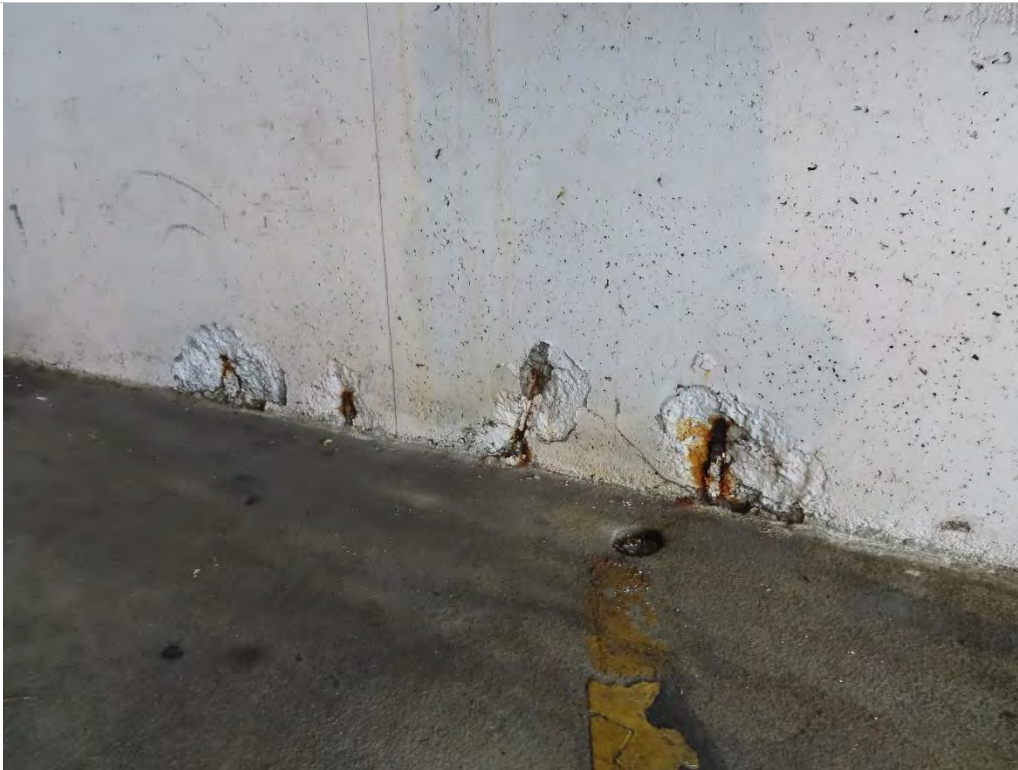


Photo 1.26- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH1-258)

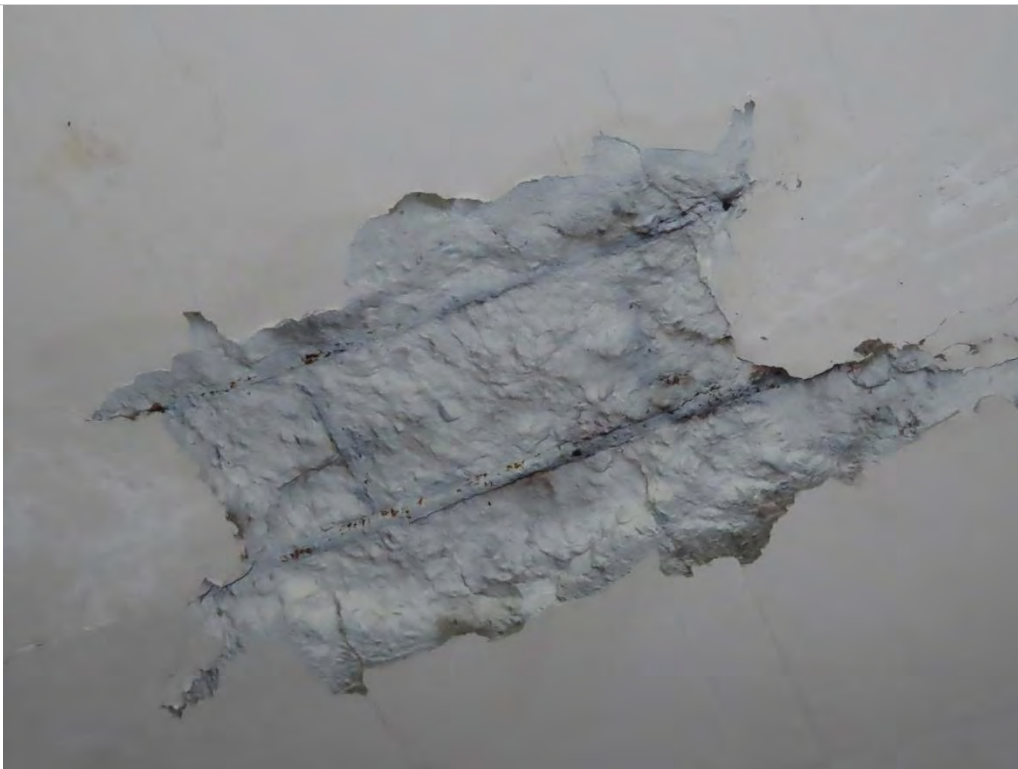


Photo 1.27- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH2-58)



Photo 1.28- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (SH1-249)



Photo 1.29- Concrete beam spalling below the expansion joint, Pier level (MM1-45)



Photo 1.30- Concrete beam spalling below the expansion joint, Pier level (MM1-46)



Photo 1.31- Compromised traffic membrane, Pier level (SH1-52)



Photo 1.32- Compromised traffic membrane, Pier level (SH1-48)



Photo 1.33- Fiber reinforcing wraps with added concrete cover, Basin level (SH1-271)



Photo 1.34- Corroded drainpipe, Pier level (MM1-33)



Photo 1.35- Corroded drainpipe, Pier level (MM1-82)



Photo 1.36- Deteriorated slab on grade, Basin level (SH2-44)



Photo 1.37- Deteriorated slab on grade, Basin level (SH2-48)



Photo 1.38- Isolated concrete column spalls, Basin level (SH1-241)



Photo 1.39- Typical stair coating worn off, (SH2-88)



Photo 1.40- Typical stair coating worn off, (SH2-118)



Photo 1.41- Corroded stair railing, (SH2-103)



Photo 1.42- Corroded stair railing, (SH2-104)



2. PLAZA PARKING STRUCTURE

Photo 2.1- Spalled precast concrete spandrel with exposed rebar, Plaza level (SH2-265)



Photo 2.2- Spalled precast concrete spandrel with exposed rebar, Plaza level (SH2-266)



Photo 2.3- Missing roof tiles on the stair tower, Plaza level (SH2-130)



Photo 2.4- Clogged drains, Plaza level (SH2-267)



Photo 2.5- Exposed rebar on floor, Pier level (SH2-155)



Photo 2.6- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (BA1-326)



Photo 2.7- Soffit slab deterioration and spalls with exposed reinforcement, Pier level (BA1-327)



Photo 2.8- Cracks on concrete floor slab, Pier level (SH2-151)



Photo 2.9- Cracks underside of concrete slabs, Pier level (BA1-319)



Photo 2.10- Concrete spalling underside the slabs, Pier level (SH2-185)



Photo 2.11- Exposed rebar on wall, Basin level (SH2-166)



Photo 2.12- Exposed rebar on wall, Basin level (SH2-198)



Photo 2.13- Damaged concrete stair treads and risers, (SH2-206)



Photo 2.14- Damaged concrete stair treads and risers, (SH2-209)



Photo 2.15- Damaged beam P/T rebar, Basin level (SH2-174)



3.EXTERIORS

Photo 3.1- Exposed and corroded rebar, Exterior - South elevation (SH2-252)



Photo 3.2- Exposed and corroded rebar, Exterior - South elevation (SH2-257)



Photo 3.3- Concrete delamination, Exterior - South elevation (SH2-262)





WALKER
CONSULTANTS



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Jim Light <jim@southbayparks.org>

Date: June 12, 2022 at 8:59:26 PM PDT

To: Cameron Harding <Cameron.Harding@redondo.org>, Ted Semaan <Ted.Semaan@redondo.org>, Bill Brand <Bill.Brand@redondo.org>, Todd Loewenstein <Todd.Loewenstein@redondo.org>, Nils Nehrenheim <Nils.Nehrenheim@redondo.org>, Zein Obagi <Zein.Obagi@redondo.org>, Elizabeth Hause <Elizabeth.Hause@redondo.org>, Mike Witzansky <Mike.Witzansky@redondo.org>, Eleanor Manzano <Eleanor.Manzano@redondo.org>, Michael Klein <Michael.Klein@redondo.org>

Cc: Jacob Varvarigos <jacob@southbayparks.org>, Lang Mara <mara@southbayparks.org>, Aga Chenfu <aga@southbayparks.org>

Subject: Budget Report Item related to Wilderness Park Pond

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

All,

First, I want to thank all of you for the support we have gotten from the City and from City staff in our efforts to rewild Wilderness Park and on helping make our last Earth Day event a real success. The level of support is very greatly appreciated by SBPC. That said, we have reviewed the Budget Request item related to the ponds at Wilderness Park and we do have some concerns about the cost estimates given.

The biggest questions we get while working Wilderness Park are:

- what happened to the lower pond; and,
- is the city going to replace it?

SBPC did a rough, conservative cost estimate for the lower pond refurbishment along with the stream. This estimate is based on research we have done related to reestablishing wetlands at the AES site and includes review and some input from an artificial pond contractor. Our estimate left the old concrete in place and assumed a shallower (max 1.5') pond using a liner and refurbishing the stream with a flexible seal coating. The pond would have-mixed filtration with a mechanical and bio filter, but utilizing water plants covering about 30% of the surface as a natural filtration feature. Our estimate was pre-inflation and was very

conservatively \$150K - and that included a healthy management contingency.

We believe the pond could be far more natural than the previous pond and require much less maintenance. We have tested some native water plants in the upper pond to see if they would survive - and they are doing well. So water plants are feasible. We only used 30 plants in the test which are far too few to see any results from a filtering perspective, plus the current design is not optimized to use plants as a filter mechanism.

As to ADA compliance we believe the city is providing a like-feature in the upper pond and thus ADA compliance for the lower pond is not required. However, by applying ADA compliance required of trails in similar natural parks, we believe, even if the City must comply or simply desires ADA accessibility, the staff estimate is greatly overestimated. The current packed roads of the park are plenty of width for compliance and they meet the hardness standards for natural trails.

And there are multiple paths to the lower pond. The one to the east and down the middle of the park seems to have the least slope. If there is an area of that road that would require rest stops per ADA rules, there is ample space to provide the periodic level place to the side or even on the road itself with some minor grading.

The city could also explore providing one or more electric wheelchairs designed for outdoor trails that could easily and safely navigate the current unpaved roads through the park. These wheelchairs range widely in cost - a quick survey revealed prices from \$4000 to \$15,000. Even at the high end two or three of these would be less expensive than the Budget Report item estimate for ADA compliance.

We would welcome the opportunity to sit down with Public Works and Community Services to discuss the potential of reworking the lower pond concept and estimate to a reduce the cost of both replacement and operation while improving the environmental friendliness of feature. We feel both ponds are highly desired features that the City should replace/improve. We further believe the upper pond can be improved with the same approach when major repair/replacement is desired.

Thank you for your consideration on this matter.

VR

Jim Light
President, South Bay Parkland Conservancy
Certified California Naturalist
310-989-3332

F

[REDACTED]

From: Vivek Gupta <vivekguptamdmp@gmail.com>

Sent: Tuesday, June 14, 2022 5:54 AM

To: jeffrey gaul <jeff_gaul@hotmail.com>

Cc: vivekguptamdmp@gmail.com; Eleanor Manzano <Eleanor.Manzano@redondo.org>; Mike Witzansky <Mike.Witzansky@redondo.org>

Subject: Re: request to speak for 3 minutes at June 14th Redondo Beach City Council Meetings

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hey everyone, this is what I plan to speak today at the council meeting

- In the last few months, we have heard from the hard working and caring people working at PATH, Los Angeles Homeless services authority, Harbor Interfaith, Department of Public Health/Substance Abuse Prevention and Control who are doing amazing work helping those suffering from homelessness and drug related issues.
- It seems the issue is that there is a limiting step of translating some of the work and successes to the general population. Initially I was thinking we needed to find out where people are getting their news and try to intervene in those sources but eventually I realized the only way to do this in the 21st century is to increase our social media presence.
- Increasing our social media efforts can help us spread the efforts and interventions of our partners who are doing great things to make Redondo better.
- Additionally, an increased social media presence will help us solicit feedback in a more effective way, and can possibly help with increased tourism, build a sense of community and togetherness amongst our current residents, and can be an efficient way to spread information.
- Example, Roanoke VA (<https://www.governing.com/archive/gov-integrating-social-media-roanoke.html>)
 - Officials integrated social media into the daily routine of the city; followers grew from 22K to 100K in a year
 - On website, can view FB, twitter, Instagram, flickr streams
 - Accounts act like 311 services, where users query, complain or ask for help
 - Has helped with increased tourism traffic aided by free publicity generated by photos posted by citizens + city spends 100 a month of FB advertising to attract outsiders to the city
 - Has set straight forward policies => obeying the law, refrain from making controversial remarks, designated a person in each city dept to administer activity,

paid social media consultant

- CONS

- More work
- Dealing with potential for trolls, controversy, etc.
- Other cities doing this well: Asheville, NC; Carrollton, TX; Clinton County, OH; Fredericksburg, TX; Florida Keys, FL; Glenwood, CO; Jackson Hole, WY; Sedona, AZ; Traverse City, MI – there is no twitter, or facebook page for redondo
- I spoke with Luke Smude, assistant to the city manager, and I know there are great efforts underway to improve our website, and more distant plans to improve redondo's social media, but I am speaking today to focus the city's attention to this issue in order to perhaps marshal increased resources and urgency to this goal so that this becomes more of a priority.
- There of course will be costs and time involved, likely will require hiring outside vendors to increase our visibility; but I believe this will be an overall benefit, and maybe even an economic benefit with added tourism dollars + potential added overall economic activity by increasing popularity of Redondo beach
- I've been living here 13 years, and love Redondo, but feel that increasing our social media presence can help continue getting our city known to the broader world, but more importantly, helping to foster our sense of community, something that is needed today more than ever in modern day America.

On Fri, Jun 10, 2022 at 8:09 AM jeffrey gaul <jeff_gaul@hotmail.com> wrote:

Hello Mike and Eleanor

My fellow commissioner Vivek Gupta would like to speak with the Council Tues June 14th on social media and the City website, etc.

Previous experience indicates its best to send by e-mail a brief draft of what you wish to say, show up around 5:30pm, fill out one of the cards, and while waiting for the meeting to start say hello to the other audience members. I may show up as well - should be fun to watch live or on-line!

Hope we can see the City Management team at the July PSC meeting. We appreciate the opportunity to collaborate with the City to improve service.

Jeff Gaul
RBPS Commissioner

CITY OF REDONDO BEACH

PROPOSED BUDGET RESPONSE REPORTS

FY 2022-23 PROPOSED BUDGET

BLUE FOLDER – 6.14.22

The following is a list of questions raised regarding the FY 2022-23 Proposed Budget. The corresponding answer to each of these questions (the “Budget Response Report”) follows in the sequence reflected.

Question	No.
<ul style="list-style-type: none"> What City vehicles and equipment are scheduled for replacement by the Public Works Department in Fiscal Year 2022-23 through DP# 38 and DP# 39? What is the status of Zero-Emission Vehicle and Low-Emission Vehicle purchases for the City Fleet? 	37
<ul style="list-style-type: none"> What infrastructure upgrades have been identified in the Riviera Village parking study and what is their estimated cost? 	38
<ul style="list-style-type: none"> What is the cost to design and install new streetscape furniture in Riviera Village? 	39
<ul style="list-style-type: none"> What is the status of the skate park installation at Pad 10? 	40
<ul style="list-style-type: none"> How do neighboring cities manage/administer credit card processing fees? 	41
<ul style="list-style-type: none"> What would be required to transition City banking services from Bank of America to another competing bank? 	42
<ul style="list-style-type: none"> What would be the cost to increase programming at the Perry Park and Anderson Park Senior Centers as well as the Teen Center, and what is the general cost to expand these facilities? 	43
<ul style="list-style-type: none"> What is the annual cost and resource allocation for the City's programs and services implemented in response to homelessness? 	44

Question	No.
<ul style="list-style-type: none"> What is the total estimated cost to design and install drought tolerant landscaping, pathways, and a pollinator fountain on the SCE right-of-way property licensed by the City, west of Pacific Coast Highway? 	45
Attachment: SCE ROW Improvements – Illustrative Site Analysis	45A
Attachment: SCE ROW Improvements – Cost Estimates	45B

CITY OF REDONDO BEACH

Budget Response Report #37

June 14, 2022

Question:

What City vehicles and equipment are scheduled for replacement by the Public Works Department in Fiscal Year 2022-23 through DP# 38 and DP# 39? What is the status of Zero-Emission Vehicle and Low-Emission Vehicle purchases for the City Fleet?

Response:

The Vehicle Replacement Fund (VRF) was established by the City during Fiscal Year (FY) 1983-84. It is a best management practice tool that allows the City to efficiently replace vehicles and equipment. The purpose of the Vehicle and Heavy Equipment Replacement Program is to evaluate, maintain, and replace vehicles and equipment on a schedule that optimizes their usefulness, avoids major repairs and periods of downtime, and captures ongoing technological improvements in vehicle safety, efficiency, environmental sustainability and performance. Most City vehicles historically have been replaced every 4-12 years, depending on their type and function, at an aggregate cost of between \$600,000 and \$1,500,000 each year.

Vehicle Replacement Fund (VRF) Balance

In the proposed FY 2022-23 Budget the expected beginning fund balance of the VRF is \$7.26 million prior to any decision packages being approved. It's important to note that the funding for the VRF comes from a variety of Department budget allocations depending on the Department's number and type of vehicles, maintenance and operation history, and use of fuel, and from other miscellaneous sources. Expenditures of the VRF are comprised of personnel, maintenance and operations, internal service fund, and overhead. Therefore, depending on the amount and types of vehicles/equipment that are due for replacement in the given fiscal year, the fund balance can increase or decrease significantly. Historically, the ebbs and flows in the fund balance are dependent on the amount and type of vehicles being replaced. Although the fund balance may increase due to the delayed replacement of vehicles/equipment, the need and funding to replace those vehicles/equipment remains and often at increased costs given inflationary impacts on goods and services.

Staff will continue to reassess the VRF structure on a year to year basis and evaluate individual vehicles/equipment to ensure the replacement cycle is in line with optimizing the full life of each vehicle/equipment without creating excessive maintenance and repair costs. It should be noted that in FY 2020-21 the City Council directed the extension of all vehicle replacement schedules for a two-year period to reduce annual VRF allocations. As a result, maintenance and repair costs have increased, as additional vehicle components reach the end of their useful life and require replacement.

Decision Package #38 Annual Vehicle Replacement

This year staff is recommending, via Decision Package #38, that nineteen vehicles/equipment be replaced at a total cost to the Vehicle Replacement Fund of \$1,039,272. The appropriation is necessary for the regularly scheduled replacement of nineteen (19) vehicles/equipment used by City employees to carry out their work assignments. Of the 19 vehicles/equipment, ten (10) are Police vehicles for administration, patrol, parking enforcement, and code enforcement divisions. One (1) vehicle is for the Building Inspection unit within the Community Development Department. Seven (7) vehicles are needed for the Public Works Department and consist of two (2) trucks and one (1) electric cart for the harbor division, three (3) trucks for parks and facilities, one (1) vehicle for engineering. Additionally, one (1) generator is scheduled for replacement. Per City Council direction, when feasible, Zero/Low Emission Vehicles (ZEV/LEV) are purchased. Public Works will continue to coordinate with the Departments to follow that direction for the FY 2022-23 vehicle purchases and that list is provided later in this report.

Decision Package #39 Vehicle Replacement Purchases FY2021-22 Carryover

Decision Package #39 recommends the re-appropriation of the unused funds (\$980,144) from FY 2021-22 to complete previously scheduled vehicle purchases. None of the sixteen (16) approved FY 2021-22 vehicles/equipment were delivered to the City due to supply chain issues/shortages in the market. As an example, from the FY 2020-21 approved vehicles list there are still nine (9) Ford CNG trucks that are ordered and not yet delivered and one (1) Chevrolet Bolt EV that will be delivered in coming weeks. The re-appropriation is needed now rather than as part of the regular fiscal year-end discussion in December to enable staff to execute the procurement of any outstanding vehicles between the months of July and November in the event they are made available for acquisition. Since the writing of the Decision Packages, Public Works was able to acquire two (2) additional vehicles from the FY 2021-22 vehicle replacement list. Removed from this request are two Police Patrol Sergeant Chevrolet Tahoes (units #651 and #652) that were approved by Council for purchase on June 7, 2022. The adjusted carryforward request in Decision Package #39 for the remaining three (3) vehicles and five (5) generators to be purchased is \$821,546 as a result of the recent acquisitions. This figure includes \$40,000 approved by City Council for the City Attorney's Homeless Outreach vehicle not current included in the VRF or the table below.

Table 1: FY 2022-21 Status of Vehicles/Equipment Approved for Purchase

<u>Unit</u>	<u>Year</u>	<u>Existing Vehicle</u>	<u>Assigned</u>	<u>Dept</u>	<u>Total Funding per unit</u>	<u>Status</u>
104	2008	CHEVROLET SUBURBAN-EQ	OPS-SPEC-SRVS	F	\$ 191,492	On Hold
651	2017	CHEVROLET TAHOE	PATROL-Sergeants	P	\$ 79,298	In Progress
652	2017	CHEVROLET TAHOE	PATROL-Sergeants	P	\$ 79,298	In Progress
660	2017	FORD UTILITY	PATROL	P	\$ 66,112	In Progress
661	2017	FORD UTILITY	PATROL	P	\$ 66,112	In Progress
672	2017	FORD UTILITY SLICK TOP	PATROL	P	\$ 65,717	In Progress
675	2017	DODGE RAM CHARGER SLICK TOP	PATROL	P	\$ 55,205	In Progress
678	2017	DODGE RAM CHARGER	PATROL	P	\$ 55,748	In Progress
51-06	2006	GMC CANYON P/U XTRA CAB	CODE ENF	PL	\$ 29,074	FY2022-23 DP#39
59-07	2007	GMC CANYON P/U XTRA CAB	BUILDING	PL	\$ 29,074	FY2022-23 DP#39
261-08	2008	FORD RANGER UNIT 378 MOUNTED TO TRUCK	UPLANDS MAINT	PW	\$ 18,869	FY2022-23 DP#39
G-1	1999	CATERPILLAR 3306 GENERATOR	SEWER	PW	\$ 150,969	FY2022-23 DP#39
G-11	1999	GENERAC 99A03799-S GENERATOR	BUILDING OCCUPANCY	PW	\$ 246,145	FY2022-23 DP#39
G-12	1999	ONAN 175DGFB GENERATOR*	BUILDING OCCUPANCY	PW	\$ 149,210	FY2022-23 DP#39
G-16	1999	GENERAC 98A06019-S GENERATOR	BUILDING OCCUPANCY	PW	\$ 96,804	FY2022-23 DP#39
G-2	1999	MQ POWER DCA-25SSIU	SEWER	PW	\$ 27,420	FY2022-23 DP#39

Increased costs

Given upfront cost of all vehicles, including CNG vehicles, changing needs of departments, and supply chain-related price increases, there are several vehicles that are underfunded in the VRF for FY 2022-23 purchase. This amount is estimated at \$86,960 and is included in the requested appropriations in DP's #38 and #39. An ISF adjustment will be made at Mid-Year to fund the VRF for these overages based on the final purchase price.

Supply Chain Issues

Current supply chain issues have severely impacted the future availability of vehicles/equipment across all sectors and manufactures from small/mid-size vehicles, Zero-Emission/Low Emission vehicles, (ZEV/LEV), through to heavy duty trucks and generator equipment. Long delivery delays and costs well above MSRP are also experienced as a result of the national/global inventory issue. According to Cox Automotive, a leading provider of automotive data, current US Inventory supply shrunk 54% April 2021 to April 2022 from 65 to 35 day's supply. Recently, that level has dropped even further, to around 28 day's supply. The impact of the shortage is particularly challenging for municipalities/fleet purchases given public agencies procurement processes.

The vehicles/equipment recommended for purchase would be acquired through the City's regular purchasing procedures. The procedures contain a number of competitive purchasing options including the use of a "Piggyback" Bid which is a procedure of procuring goods or services by utilizing another public entity's recent Request for

Proposal (RFP) or Request for Bid (RFB), or the National Joint Powers Alliance (NJPA) Contract Cooperative Purchasing Program. Cooperative purchasing programs provide valuable benefits to state and local governments. By attaching to national or regional cooperatives, an agency has immediate access to competitively solicited contracts and guaranteed pricing and delivery options without expending staff resources on the preparation of its own RFB. Pricing is often attractive because of the purchasing power of these cooperatives.

However, due to the shortage of inventory in general, there is a limited availability of vehicles sold to fleets through cooperative purchasing programs, which has created additional challenges for the City including:

- Difficulty sourcing the appropriate vehicles required for departments' needs
- Short window open to fleet to procure vehicles (for recent PD Tahoe purchase this was approximately a 24-hour window)
- Cancellation of orders
- Long delivery times once the Purchase Order is issued
- Long wait times for parts/materials if vehicles need to be retro-fitted (CNG etc.)

Public Works continues to research all vehicle options, including and specifically ZEV/LEV options, work with dealer/suppliers to stay informed of manufacturing inventory and windows for fleet purchasing, stand ready to move as quickly as possible to procure any suitable vehicles, and work with departments to ensure all possible vehicle options are explored.

Fuel Costs

According the U.S. Department of Energy a “vehicle that gets 30 MPG will cost you \$1,155 less to fuel each year than one that gets 20 MPG (assuming 15,000 miles of driving annually and a fuel cost of \$4.62). Over a period of 5 years, the 30-MPG vehicle will save you \$5,775.” www.fueleconomy.gov

Despite, the higher MSRP of many of the EV options, Council recognizes the environmental and potential economic benefits of the EV options. The Department of Energy provides a fuel economy calculator to allow consumers to compare the cost of fuel by manufacture and vehicle type. A quick comparison of a 2022 Kia Niro (regular gasoline) versus a 2022 Kia Niro Electric shows an annual savings of \$829 in fuel costs based on 15,000 miles of driving. At Council’s direction Public Works is exploring all feasible EV vehicle options to harness these savings. However, at this time there are no field-ready options for the City’s fleet needs and there is still a heavy reliance on gas and CNG vehicles. Decision Package #35 – Increased Fuel Costs (Gasoline and CNG) requests additional funding to support fleet fuel costs in the face of forecasted sustained high costs during some or all of FY 2022-23.

Status of Zero/Low Emission Vehicles (ZEV/LEV)

The Public Works Department continues to work with other departments to recommend ZEV/LEV whenever possible and feasible. A number of LEV/Hybrid vehicles have been

deployed successfully in various departments. To date, there has been limited availability of ZEV that meet the needs of most departments. The City's ZEV/LEV vehicle total is 3 EV, 10 Hybrids and 16 CNG trucks out of a total of 193 vehicles .

Public Works has worked to identify vehicles that are scheduled to come to market in 2023 that will meet City needs. For example, in the Police Department, Parking Enforcement and Animal Control Municipal Service Officers (MSOs) are all cross-trained to perform both parking and animal control calls while on duty in any given shift. Working with the Police Department, Public Works has identified multiple EV vehicles (crossovers and trucks) that are appropriate for the dual role/functionality of the MSOs. That said, the challenge for all departments in the coming year will be to procure these high-demand vehicles in a marketplace with extremely limited inventory and to create the infrastructure to support the vehicles.

A large percentage of the City's fleet is comprised of public safety vehicles (Police and Fire) that currently have limited or no EV options available for purchase. There continues to be the development of economically viable, hybrid pursuit-rated police vehicles. However, there is still no sufficient data on their performance that would allow staff to recommend moving in that direction at this time.

As manufacturers expand their ZEV/LEV portfolio, Public Works will continue to find feasible vehicles from those offerings. In accordance with Council direction, the Public Works Department is looking to replace all standard light/medium duty trucks with alternative fuel trucks when feasible. At this time only CNG vehicles are available (with wait periods of more than 18 months). Public Works is also looking toward the planned release of EV trucks from a number of manufacturers in the coming years.

EV Infrastructure City Fleet Charging Needs

In March 2022, Public Works completed the first EV charging station project, installing 11 ChargePoint stations (total 18 ports) that service the existing City EV vehicles and introduced them on City property for paid public access. The Public Works Department is now in the preliminary stages of consulting with City departments, Southern California Edison and EV charging station vendors to determine next steps to create the infrastructure necessary to support a growing City EV fleet. Critical will be the development and funding of a master EV infrastructure plan to support the City's future fleet needs and take advantage of potential funding opportunities. This will be a multi-year project as the Department works within the constraints of space, aging City facilities & infrastructure and the availability of funding.

Planned ZEV/LEV Purchases in FY 2022-23

All of the vehicles/equipment recommended for replacement, including proposed ZEL/LEV vehicles are listed in the following table:

Table 2: Proposed FY 2022-23 Vehicle Replacement

Unit	Year	Existing Vehicle	Assigned	Dept	Total Funding per unit	ZEV/LEV
621	2008	DODGE RAM CHARGER	ADMIN	P	\$ 41,410	LEV
57	2009	TOYOTA PRIUS HYBRID	BUILDING	PL	\$ 38,963	LEV
405	2009	TOYOTA PRIUS HYBRID	CODE ENF	P	\$ 38,963	LEV
354	2009	FORD F-250 3/4 TON PICKUP	PARKS	PW	\$ 60,000	LEV
241-09	2009	FORD F-250	PARKS	PW	\$ 61,833	LEV
58	2009	TOYOTA PRIUS HYBRID	ENGINEERING	PW	\$ 38,463	LEV
647	2018	DODGE RAM CHARGER Equipped	PATROL	P	\$ 56,208	N/A
649	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,000	N/A
665	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,417	N/A
671	2018	FORD UTILITY Equipped	PATROL	P	\$ 67,417	N/A
401	2009	TOYOTA PRIUS HYBRID-Moved from E-B unit 7	PATROL- PARKING ENF	P	\$ 38,463	LEV/ZEV
403	2009	FORD ESCAPE HYBRID	PATROL- PARKING ENF	P	\$ 49,666	LEV/ZEV
404	2009	FORD ESCAPE HYBRID	PATROL- PARKING ENF	P	\$ 49,666	LEV/ZEV
408	2009	JEEP WRANGLER RHDRIVE	PATROL- PARKING ENF	P	\$ 43,474	LEV/ZEV
349	2009	FORD F-350 1-TON PICKUP-EQ	UPLANDS MAINT	PW	\$ 71,000	N/A
872	2013	TAYLOR-DUNN ELECT CART	UPLANDS MAINT	PW	\$ 12,276	N/A
243-09	2009	FORD F-250	UPLANDS MAINT	PW	\$ 67,749	N/A
348-09	2009	FORD F-350 1-TON PICKUP-EQ	BUILDING OCCUPANCY	PW	\$ 71,000	N/A
G-14	2018	GENERAC 98A06015-S GENERATOR	FIRE STATION 1	PW	\$ 98,304	N/A

CITY OF REDONDO BEACH

Budget Response Report #38

June 14, 2022

Question:

What infrastructure upgrades have been identified in the Riviera Village parking study and what is their estimated cost?

Response:

In Fiscal Year 2019-20, the City Council approved funding for a parking study, primarily of paid parking, in the Riviera Village area. The scope of work and contract with Walker Consultants was finalized and approved by Council in February 2020. Unfortunately, before field work could begin, the project was halted due to COVID-19. The field work was resumed in October 2021 when it was possible for Walker to consistently deploy staff and when it was believed that parking conditions had “normalized” somewhat in a post-COVID environment. The parking study was completed in March 2022 and the final report will be brought to City Council this summer for review and direction regarding potential operational changes to various parking programs in the Riviera Village.

Operational Changes with Cost Associations

The majority of the parking study recommendations focus on operational changes to City parking programs and employee best parking management practices in the Riviera Village. These include, but are not limited to, changes to permit programs, time-parking limits, fee schedules, and parking locations for permit users. There are operational recommendations that if implemented would have associated costs including: increasing use of technology to make various elements of the parking programs more efficient, improving the customer purchasing experience, and streamlining enforcement.

Walker recommends moving the City’s permit purchasing programs fully online and moving away from physical hard copy permits/stickers or hanging tags to digital enforcement. There is potential to do this using existing vendors but the costs will need to be explored further. Automatic License Plate Readers (ALPRs) would be required to facilitate electronic enforcement for permits and could also be used to enforce other parking payment systems. Estimated costs associated with ALPR systems for this use are \$50,000 per unit, not including the estimated cost of the required vehicle to mount it on (\$38,000).

In addition to operational improvements, the study recommends adjusting the fee schedules of various parking programs, most specifically the parking permit programs. As Walker’s presentation to Council is scheduled for this summer, any Council direction to explore increases to the fees as listed on the Master Fee Schedule would be returned

to City Council for consideration as part of the midyear budget review or the FY 2023-24 budget adoption.

Parking Supply Increase with Cost Associations

The parking study demonstrated that at peak-times the RV parking needs were close to, or equal to, demand. Additionally, following a review of three years of revenue data, Walker remarked that “despite fewer meters in service due to the presence of dining decks, meter revenue was roughly equal to meter revenue in 2019 before the COVID-19 pandemic.” This indicates that the removal of some parking in prime areas resulted in a shift in parking demand to meters and areas that were previously underutilized. Walker notes that “the removal of dining decks and the restoration of parking meters would likely pull demand back into the core of the Riviera Village from the outlying parking meters and the Triangle Lot.”

Aside from the restoration of parking spaces forfeited to dining decks, the study provides other options for increasing parking including 1) stackable parking (employee-monitored/valet type) in a section of the Triangle Lot or 2) closing some of the centrally located ingress/egress points in the Triangle Lot. Both of these options would increase the parking capacity by 15-16 spaces and have an estimated infrastructure cost of \$15,000 - \$30,000 depending on the option selected. Both options will significantly impact existing parking patterns and traffic flow in the Triangle Lot. There are also personnel costs associated with the stackable parking option.

The future of the Dining Parkette program is still in discussion and being developed. This considered, there may be a forthcoming reduction in the number of parking spaces out of service as a result of changes to that program – there are currently 56 parking spaces out of service. Returning some of these 56 spaces to the parking inventory of the Riviera Village may impact Council direction on other suggested options to increase supply.

CITY OF REDONDO BEACH

Budget Response Report #39

June 14, 2022

Question:

What is the cost to design and install new streetscape furniture in Riviera Village?

Response:

Riviera Village contains the following streetscape furniture, most of which was installed about 12 years ago:

- 20 benches
- 40 trash receptacles
- 35 bicycle racks

The benches and bicycle racks remain in serviceable condition and their useful lifespan will extend for several more years. The trash receptacles are beyond their useful life and should be replaced in the near future. If the Council decides to replace the furniture, staff suggests two style options:

Steelcase Fixtures

Steelcase powder-coated steel fixtures, similar to the existing fixtures, come in a variety of colors and designs. The estimated costs to replace all fixtures with Steelcase are as follows:

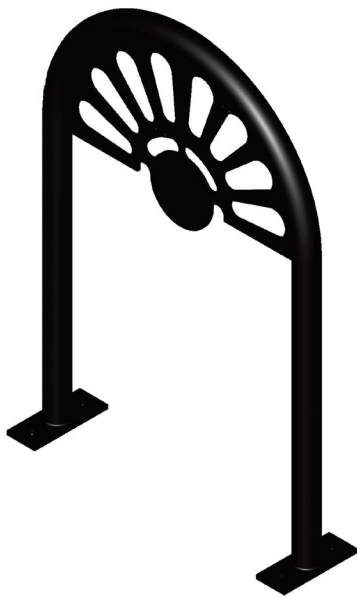
Item	Cost
Benches	\$35,000
Trash receptacles	\$68,000
Bicycle racks	\$14,000
Demo/removal	\$20,000
Installation	\$20,000
Design & Project Management	\$55,000
Total	\$212,000

Concrete Fixtures

Pre-cast concrete fixtures are a more durable alternative to steel fixtures and are common in coastal areas. Estimated costs to replace all fixtures with concrete furniture are as follows:

Item	Cost
Benches	\$70,000
Trash receptacles	\$56,000
Bicycle racks	\$16,000
Demo/removal	\$20,000
Installation	\$30,000
Design & Project Management	\$70,000
Total	\$262,000

Photos of both types of furniture are included below. Alternatively, the City could set money aside for the replacement of streetscape furniture and work with the Riviera Village Business Improvement District to design and identify preferred replacement options and return to the City Council with a report on specific furniture types, styles, quantities, and cost estimates.



Steelcase Furniture



Pre-cast Concrete Furniture



CITY OF REDONDO BEACH

Budget Response Report #40

June 14, 2022

Question:

What is the status of the skate park installation at Pad 10?

Response:

Due to multiple issues, the contractor for this project, Spohn Ranch, has delayed the installation of the skate park at Pad 10. Spohn Ranch cites material availability as well as financial obstacles for the delay. There are multiple paths that Council can consider moving forward.

On the material side, Spohn Ranch has indicated that their firm has experienced difficulty obtaining concrete and other building materials on other projects which has impacted their schedule on the City's project. No estimate has been given for a start time for the work at Pad 10. Once started, Spohn Ranch estimates completion to take about 16 weeks. This is due to long lead times (10 to 12 weeks) for structural foam.

To detail their current financial obstacles, Spohn Ranch provided the City with a letter on June 1st, indicating they are no longer able to complete the project for the \$110,000 contract price due to hyper inflationary market conditions that have impacted the cost of fuel and construction materials.

Spohn Ranch indicated that, with current market conditions, the cost for current project completion would be \$250,000 – approximately \$140,000 greater than the amount appropriated to complete the Pad 10 skate park by Council on March 15th. If Council would like to increase the project appropriation, staff recommends a 20% contingency be added to any additional funding to allow for uncertainties related to constructability. The constructability issues revolve around the posted weight limit of the International Boardwalk, which may require that more and smaller concrete loads be transported to the job site as a result of weight restrictions in place on the International Boardwalk. This logistical adjustment may impact the price beyond the estimate provided by Spohn Ranch in their June 1st letter.

There are multiple paths that Council can direct staff to pursue. The proposed FY 2022-23 CIP already includes a \$30,000 appropriation for modifications to the Perry Park skate facility, in accordance with public input since it was installed. Council should consider an additional funding appropriation in the FY 2022-23 budget to complete the work at Pad 10 in the near term. Per the letter from Spohn Ranch, the minimum amount staff would recommend is an additional \$140,000. At present, staff is unsure of the exact amount to recommend until the constructability issues are resolved and, as such, recommends the

aforementioned 20% contingency be added, which would bring the total \$168,000. Council may also wish to direct staff to pursue completion of the project by enforcement of the current contract at the agreed upon terms, but this is certain to add delay and other costs and may not result in skatepark installation.

Additionally, the City Council has the opportunity to consider funding the second phase of the project (also described as the ultimate plan) that was approved as part of the Coastal Development Permit. The goal of moving forward with phase one of the pad 10 skatepark only, was to expedite construction of the park and allow for completion of the project this summer. Given the aforementioned delays, the Council may wish to build the complete project in one effort later this year. Spohn Ranch, provided a price of \$281,000 for the ultimate buildout at the March 15th meeting and has indicated they will hold that price if a decision to go forward with it is made this month. That would require an appropriation of \$171,000 above the \$110,000 already under contract. If a decision could not be made now, they would revise their total price for the ultimate project upward to \$311,500, an increase of \$201,500 above the \$110,000 already under contract. Staff recommends the 20% contingency be added to the phase two (ultimate plan) estimates, for the same reasons listed above. To be clear, the ultimate project scope with Spohn Ranch does not include the art work shown in prior skatepark drawings, as it was simply an illustration of what the facility could look like with public art.

Summarizing the issue, the Council may wish to enforce the current contract at no additional payment to Spohn Ranch, or appropriate additional monies per the following options:

	Base Plan Project	Ultimate Plan (now)	Ultimate Plan (Over 2 phases)
Spohn Ranch Change order	\$140,000	\$171,000	\$201,500
Contingency (~20%) total price	\$ 50,000	\$ 56,000	\$ 62,000
Total new appropriation	\$190,000	\$227,000	\$263,500
Under contract	\$110,000	\$110,000	\$110,000
Total Pad 10 Price	\$300,000	\$337,000	\$373,500

Funding for the additional costs/scope could be provided through available Harbor Uplands Funds, Subdivision Park Trust (Quimby) Funds, or Unallocated General Fund Balance. In order to move the project forward, staff will need to bring an amendment to the design build contract with Spohn Ranch back to Council for approval of the change order for the cost of the original scope of work, or prepare an amendment to the agreement to complete an expanded scope of work depending on the level of supplemental funding appropriated for the project. It should be noted that staff is continuing to install new railings around the Pad 10 location as part of the Pier/Harbor Railings Project recently awarded by the City Council.

CITY OF REDONDO BEACH Budget Response Report #41

June 14, 2022

Question:

How do neighboring cities manage/administer credit card processing fees?

Response:

The cost of doing business has increased significantly over time. The City has experienced large increases in credit card processing fees charged by banks, especially during the COVID-19 pandemic, as most agencies transitioned to online business portals in order to provide residents with a safe option to complete their business needs.

Types of credit card processing fees charged to agencies

Discount rate

The discount rate is the percentage of a sale that goes towards paying credit card processing fees. A discount rate consists of interchange fees, assessment or service fees and markups from payment processors.

Interchange rate

The largest portion of the fee and rate pie is comprised of interchange fees, which are collected by credit card issuers. These fees are often presented as some percentage plus an additional fixed amount. Interchange fees vary widely based on a number of factors, including the credit card network (such as Visa or Mastercard), whether the card is a debit or credit card, how the payment is processed and the merchant category code.

Below is a list of the ranges of interchange rates charged by the major credit card networks. These ranges are based on publicly available information for credit cards; fees for debit cards are often lower. In addition to the card network, fees will vary based on the type of card, method of payment and Merchant Category Codes (MCC).

Credit Card Network	Credit Card Interchange Fee Ranges
MasterCard	1.35% + \$0.00 % to 3.25% + \$0.10
Visa	1.15% +\$0.25 to 2.70% + \$0.10
Discover	1.56% to 2.40% + \$0.10
American Express (for OptBlue merchants)	1.43% to 3.0% + \$0.10

Assessment fees

The assessment fee is a much smaller credit card processing fee, and is paid directly to the card network (Visa, MasterCard, Discover or American Express). These fees will also depend on a number of factors that differ from network to network. Some networks will charge higher rates for credit card versus debit card usage, while others may charge higher rates when the transaction volume is greater. Other incidental fees may arise from specific transactions being unique, such as foreign transaction fees.

The table below lists the minimum assessment fees for credit cards by network. These figures are based on limited publicly available information, so rates may vary. Rates may be higher if the card is manually keyed in or if there is an international transaction.

Credit Card Network	Credit Card Assessment Fees
MasterCard	0.13% (for transactions under \$1,000) 0.14% (for transactions of \$1,000 or greater)
Visa	0.14%
Discover	0.13%
American Express (for OptBlue merchants)	0.15%

Management of Fees by Neighboring Cities

The City is in the process of implementing a 3% charge for all credit card payments. The fee was approved by City Council via Resolution last year. A lack of software synergy between the City's financial system (MUNIS), bank, and credit card companies has made fee implementation a difficult process. Staff expects to complete the project and begin charging the fee in the next few months.

Financial Services reached out to neighboring cities to inquire about how they offset credit card processing fees and received the following three (3) responses:

- City of Torrance - charges 2.13% to all credit card users. The charge was approved by City Council by Resolution.
- City of Hermosa Beach - charges 2.75% to most customers and a flat rate for certain specific types of charges. They plan to conduct a fee study in the near future which will determine any change to this rate.
- City of El Segundo - charges 2.75% for all credit card transactions.

CITY OF REDONDO BEACH

Budget Response Report #42

June 14, 2022

Question:

What would be required to transition City banking services from Bank of America to another competing bank?

Response:

If the City decided to transition the City's banking services from Bank of America to another competing bank a Request for Qualifications (RFQ) or a Request for Proposal (RFP) process would have to be initiated. The request for proposal process is estimated to take 6-8 months to complete. Following selection of the new bank, the transition is estimated to take 3-6 months to fully implement and to cost approximately \$50,000.

Various City Departments (City Treasurer, Financial Services and Information Technology) would need to be involved in the transition. The following services would need to be changed or updated:

- Positive Pay – a cash management service used by most banks to detect fraud
- Automated Clearing House (ACH) – the primary system agencies use for electronic funds transfer (EFT)
- ACH block - prevents all ACH transactions from posting to accounts, allowing staff to review debits before posting
- Account reconciliations - process of verifying the City's financial records and transactions in order to detect discrepancies
- Vaults and lock boxes
- Armored car services
- Internal Enterprise Resource Planning (ERP) systems - software used to manage day-to-day business activities such as accounting, procurement, project management, risk management and compliance, and supply chain operations

Once implementation is complete, the City would need to contact all vendors who send EFT/ACH (Electronic Funds Transfer) payments and submit new banking forms to guarantee that there is no delay in receiving payments due to the City (i.e. Los Angeles County – Property Tax, State of California – Gas Tax and Sales Tax remittances etc.). For out-going ACH/EFT the City would need to update Vendor accounts to make sure that all obligations are met timely with the new banking information. It would be recommended that both banking systems be run simultaneously for a period of time to test the new system and ensure all City bills are paid in a timely manner.

It is unknown if service levels will be the same. Online resources, customer service support and key bank staff are vital to the smooth operations of daily banking services provided to the City.

CITY OF REDONDO BEACH

Budget Response Report #43

June 14, 2022

Question:

What would be the cost to increase programming at the Perry Park and Anderson Park Senior Centers as well as the Teen Center, and what is the general cost to expand these facilities?

Response:

The Community Services Department oversees the programming and facility management of the City's three senior centers located at Veterans, Perry and Anderson Parks, in addition to the Teen Center located at Perry Park. The forced closure of these facilities as a result of the COVID-19 pandemic caused a dramatic reduction in the level of programming that could be offered to the community. While programs and activities were shifted to be held virtually, there was still a substantial decrease of available programming for senior participants and younger participants due to the continued closure of the Teen Center.

Currently, all facilities are only open during times of active programming. Extending facility hours would allow additional programs for all ages to be scheduled through the User Pay program and these would be facilitated by contract instructors. This would provide flexibility in programming to satisfy community needs across a variety of interests and age groups along with the ability to adjust the programs being offered in an effort to be responsive as demand for various programs evolves over time.

Extending facility hours at a site would require staffing by a Recreation Leader and/or part-time positions, with estimated hourly pay rates of \$17-19. These individuals would be responsible for opening and closing the facility, setting up and taking down tables and chairs, assisting instructors with access to materials and supplies, and providing a general level of oversight of the facility ensuring it is safe and properly maintained. Costs to extend operational hours vary at each site depending on current usage, and are based on a daily schedule of 8:00am – 7:00pm, excluding Sundays for the senior centers, and 8:00am – 3:00pm for the teen center, with weekends available by reservation only.

Anderson Park Senior Center Programming

Table 1: Anderson Park Senior Center Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Closed	Closed
Monday	Closed	8:00am – 7:00pm (11 hours)
Tuesday	9:00am – 11:00am	8:00am – 9:00am (1 hour) 11:00am – 7:00pm (8 hours)
Wednesday	12:30pm – 4:00pm	8:00am – 12:30pm (4.5 hours) 4:00pm – 7:00pm (3 hours)
Thursday	Closed	8:00am – 7:00pm (11 hours)
Friday	10:30am – 2:30pm	8:00am – 10:30am (2.5 hours) 2:30pm – 7:00pm (4.5 hours)
Saturday	9:00am – 11:30am	8:00am – 9:00am (1 hour) 11:30am – 7:00pm (7.5 hours)

The expanded schedule would add 54 additional operational hours, which would require a weekly increase of \$918 when staffed by a Recreation leader with an hourly pay rate of \$17. Annually, this would be \$47,736.

Perry Park Senior Center Programming

Table 2: Perry Park Senior Center Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Closed	Closed
Monday	Closed	8:00am – 7:00pm (11 hours)
Tuesday	10:00am – 12:00pm	8:00am – 10:00am (2 hours) 12:00pm – 7:00pm (7 hours)
Wednesday	9:30am – 3:30pm	8:00am – 9:30am (1.5 hours) 3:30pm – 7:00pm (3.5 hours)
Thursday	10:00am – 3:30pm	8:00am – 10:00am (2 hours) 3:30pm – 7:00pm (3.5 hours)
Friday	10:00am – 4:30pm	8:00am – 10:00am (2 hours) 4:30 – 7:00pm (2.5 hours)
Saturday	9:00am – 11:30am	8:00am – 9:00am (1 hour) 11:30am – 7:00pm (7.5 hours)

The expanded schedule would add 43.5 additional operational hours, which would require a weekly increase of \$740 when staffed by a Recreation leader with an hourly pay rate of \$17. Annually, this would be \$38,454.

Perry Park Teen Center Programming

The Teen Center is currently closed, as a result of limited staff resources, but is normally open Monday through Friday from 3:00pm – 8:00pm. Weekends are recommended to remain available by reservation only as the facility is a popular option for private gatherings.

Table 3: Teen Center Pre-Pandemic Programming Hours vs. Expanded Hours

Day	Current Facility Hours	Expanded Facility Hours
Sunday	Reservation only	Reservation only
Monday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Tuesday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Wednesday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Thursday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Friday	3:00pm – 8:00pm	8:00am – 3:00pm (7 hours)
Saturday	Reservation only	Reservation only

The availability of the facility for contracted classes during the expanded facility hours would require additional staff resources. Following past practice, this would be a part-time employee receiving an hourly wage of \$19. This would require an additional weekly allocation of \$665 for part-time salaries when staffed by a part-time resource. Annually, this would be \$34,580.

In addition to the need for additional part-time staff to open and close the facilities, the expansion of programming would also require additional administrative resources to oversee and manage contracts, ensure the staff schedule is followed, and oversee the enhanced use of the facility including work orders and general maintenance. Therefore, this request would require an additional Recreation Coordinator position, estimated at \$91,000 annually which includes salary and a full benefits package.

Collectively, the expansion of programming at the Anderson and Perry Park Senior Centers as well as at the Perry Park Teen Center would cost approximately \$211,770.

Table 4: Collective Resource Needs for Expanded Programming

Facility/Resource	Estimated Cost
Anderson Park Senior Center	\$47,736
Perry Park Senior Center	\$38,454
Perry Park Teen Center	\$34,580
Recreation Coordinator	\$91,000
TOTAL	\$211,770

Facility Expansion

On average, recreational facilities (per current construction material and labor expenses) are estimated to cost \$1,000 per square foot to build. For estimation purposes, see Table 5 below, is a listing of each facility's current square footage and an estimation of costs to add a second level, ultimately doubling the space. A structural analysis has not been completed on any of the facilities nor a comprehensive facility review to determine whether the existing buildings can support a second level.

Table 5: Estimate of Facility Expansion

Facility	Current ft²	Expansion Estimate @ \$1,000 per ft²
Anderson Park Senior Center	3,600	\$3,600,000
Perry Park Senior Center	1,500	\$1,500,000
Teen Center	4,000	\$4,000,000

CITY OF REDONDO BEACH

Budget Response Report #44

June 14, 2022

Question:

What is the annual cost and resource allocation for the City's programs and services implemented in response to homelessness?

Response:

Programs funded by grant funding, other outside sources, and special funds

In 2016, the Police Department established a full-time Quality of Life Officer to outreach to people experiencing homelessness and work closely with the Quality of Life Prosecutor to address issues that arise from the homelessness problem. The position costs roughly \$215,000 per year. \$200,000 of the cost is funded by the Housing Successor Agency and the balance, of approximately \$15,000, is funded by the General Fund.

In 2016, the City Council approved a contract for services with PATH for \$50,000 to address homelessness issues. The City Council renewed that agreement in 2017 for one year, and then approved two-year agreements in 2018 and 2020. The funding for the PATH contracts is also funded by the Housing Successor Agency, as it is an eligible expense.

In 2016, the Police Department acquired a Department of Mental Health (DMH) Mental Health Emergency Response Team (MET) clinician who covers the cities of Redondo Beach, Hermosa Beach, Manhattan Beach, and now El Segundo. The DMH clinician services are provided through a cooperative Memorandum of Understanding (MOU) between the LA County Department of Mental Health and the cities of El Segundo, Hermosa Beach, Manhattan Beach and Redondo Beach. There are no costs associated with the MOU for the DMH clinician. The County DMH clinicians' availability is insufficient for the Police Department's needs to respond to calls for service.

In 2017, the City Council approved an agreement for services with Harbor Interfaith for \$58,000. The agreement was renewed in 2018 for one year, and then renewed again in two-year increments in 2019 and 2021. Funding for the first year of the agreement was provided through AB 109 supplemental funds, which were awarded to the City as a one-time funding source that the City used towards homelessness efforts. Since then, the agreement has been funded through a combination of AB 109 funds, Housing Successor Agency funds and General Funds, up until the current fiscal year. The agreement was amended in September 2019 to allow for the donation of a vehicle to Harbor Interfaith Service and to increase the annual reimbursable amount to \$68,000. In 2020, a second amendment was approved to allow for additional COVID-19 expenses in the amount of

\$28,400 to be added, which is funded by the CDBG Cares Act. For Fiscal Year 2021-2022, the City received CDBG grant funding from the County, which can be used to cover this agreement because Harbor Interfaith is involved with Redondo's homeless court.

As part of the Fiscal Year 2019-20 budget, the Mayor and City Council appropriated \$250,000 from available General Funds to fund the Police Department and City Attorney's Office response to homeless issues. This became the Enhanced Response to Homelessness Pilot Program. This appropriation funded a new Police Captain position, police overtime and the promotion of two deputy city prosecutors to senior deputy city prosecutors. \$100,000 of that appropriation was meant to be used for special services such as mental health and substance abuse programs. However, CLEAR Recovery Center donated these services to the City, so that allocation was never spent. The senior city prosecutors dedicate at least half of their time towards responding to homeless issues. Through this Pilot Program, the prosecutors were able to assist the City Attorney in creating Redondo Beach's homeless court.

For Fiscal Year 2020-21, the South Bay Cities Council of Governments (SBCCOG) awarded the City \$245,287 for the Enhanced Response to Homelessness Pilot Program from Measure H Innovative Funds. Part of the funding for special services was used for a census of Redondo's homeless population conducted by City Net because the point in time count was cancelled in 2021. Again, CLEAR Recovery Center continued to donate services to the City, so \$100,000 remained available for other purposes such as bridge housing. Due to the pandemic, the county extended the term for use of these funds to December 31, 2021.

In November, 2020, the City Council approved the construction and operation of a temporary emergency housing shelter on Kingsdale Avenue, known as the Pallet Shelters. The City currently pays the County \$18,884.61 a month as the City's share pursuant to the Letter of Agreement with Los Angeles County.

For Fiscal Year 2021-22, the City received \$100,000 from Los Angeles County CDBG funds for Redondo Beach's homeless court. In addition, the SBCCOG granted Redondo Beach a new Innovation Grant in the amount of \$306,299 for the term of January 2022 to June 2023 to expand Redondo's homeless court to add Hermosa Beach cases and for Hermosa Beach to host the homeless court for six out of the 18 sessions, special services (such as the services CLEAR Recovery is now billing the City for), and bridge housing.

In January 2021, the City Council approved the rental of five Single Room Occupancy (SROs) units in a city within Service Planning Area 8 to be used as bridge housing. At first, CDBG funds were used to pay the rent on these units. After the expiration of the CDBG funds, the unexpended funds from the first grant of Innovative Funds were used to continue renting these SROs. Now the SROs are funded by the most recent Innovation Grant from the SBCCOG as described above.

The Police Department also deploys Homeless Outreach Services Teams (HOST) composed of law enforcement officers who work closely with homeless service agencies

to increase public safety while preserving the rights and dignity of people experiencing homelessness. The City receives funding from the County through Measure H. In Fiscal Year 2019-20, the City received \$93,939; in Fiscal Year 2020-21, the City received \$58,864.19; and for this fiscal year, the City has received \$70,438 to date.

Services Funded by Grants, Other Outside Sources, and Special Funds

Expenditures Relating to Homelessness	Cost	Funding Source
Quality of Life Officer	\$200,000/yr.	Housing Successor Agency
PATH	\$50,000/yr.	Housing Successor Agency
DMH MET team	no costs	
Harbor Interfaith	\$68,000/yr.	County CDBG funds
Harbor Interfaith COVID related expenses	\$28,400 one time	CDBG Cares Act
Redondo Beach Homeless Court	\$42,000/1 yr.	County CDBG funds
Special Services (i.e. CLEAR recovery, etc.)	\$150,000/18 mos.	SBCCOG Innovation Grant
Wilmington SRO's	\$94,750/18 mos.	SBCCOG Innovation Grant
Expansion of Homeless Court to Hermosa Beach	\$61,549/18 mos.	SBCCOG Innovation Grant
Pallet Shelter	\$18,884/mo.	CDBG funds
HOST	\$70,438 to-date in 2022	Measure H
TOTAL	\$784,021	

City expenses funded by the General Fund

As part of the Fiscal Year 2021-22 budget, the City Council made the Enhanced Response to Homelessness Program permanent, which included extending City Net's contract another year, another census of Redondo's homeless population, hiring a full-time Housing Navigator who needs a City vehicle, and hiring a part-time clerical assistant for homeless related administration. Lila Omura, the City's Homeless Housing Navigator, was hired on January 3, 2022. Ms. Omura gets reports, calls and texts on a daily basis, including after hours and on weekends. Since then, she has received over 30 requests from the Mayor and City Council collectively. She receives at least four requests a week from the Police Department. She also gets requests for assistance from the Library, Code Enforcement, Ericka Gonzalez – the City's Domestic Violence Advocacy Coordinator – for domestic violence victims, the Salvation Army, and Beach Cities Health District.

At midyear of the current fiscal year, the City Council approved ongoing appropriations for the rental of electrical poles and sanitation facilities at the Pallet Shelter in the amount of \$21,781 a year to the General Fund.

Ongoing Expenditures Relating to Homelessness	Cost	Funding Source
City Net Services, including Census	\$170,000/yr.	General Fund
Homeless Housing Navigator	\$126,500/yr.	General Fund
Annual costs for City Vehicle	\$4,200/yr.	General Fund

PT Clerical for homeless issues	\$33,586/yr.	General Fund
Shelter rental of electrical poles and sanitation	\$21,781/yr.	General Fund
Total	\$356,067	

Public Works responds to miscellaneous removal of materials abandoned by people experiencing homelessness as well as cleanups of large encampments, trash and debris. Miscellaneous materials removal requires one Maintenance Worker and takes approximately two hours for removal. Based on the Master Fee Hourly Rate of \$103.48 an hour, one incident of miscellaneous materials removal costs the City about \$206.96 per incident. Large cleanups of encampments, trash and debris may involve four maintenance workers and takes approximately four hours. Based on the Master Fee Hourly Rate of \$413.92, one incident of a large cleanup costs the City about \$1,655.69 per incident. A dispatch report for the last year shows about 222 total calls for service for Public Works, and about half of those calls are estimated to be related to homeless issues. Estimating the actual costs of Public Works Calls for Service is difficult given that Public Works Calls for Services are not coded or differentiated. The City might get an annual average of ten large cleanup calls for encampments, trash and debris for locations such as the 405 freeway on-ramp or the Harbor area. An annual estimate of costs for Public Works based on those assumptions would be approximately \$39,529.36.

Public Works Call Out Incident Type	Crew Size Needed	Master Fee Hourly Rate	Standard Job Length	Grand Total per Incident	Avg. Incidents Per Year	Est. PW Expenditures - Homelessness
Miscellaneous Materials Removal	1	\$103.48	2	\$206.96	111	\$22,972.56
Large Encampment/ Trash/Debris Cleanup	4	\$413.92	4	\$1,655.68	10	\$16,556.80
Total						\$39,529.36

The Fire Department responds to both medical and public safety calls for service. The Fire Department started tracking patients experiencing homelessness on September 21, 2021 through screening questions. From September to December of 2021, there were a total of 176 patients with documentation answering “yes” to the homeless screening question. From January to June 13, 2022, there were a total of 275 patients with documents answering “yes” to the homeless screening question. Unfortunately, it will be impossible to collect accurate data prior to the implementation of this indicator in September 2021, but based on this data, it can be roughly estimated that the Fire Department responds to approximately 550 patients experiencing homelessness a year.

The Fire Department responded to a total of 4,456 calls for service in 2018, 4,398 in 2019, 4,014 in 2020 and 4,646 in 2021. 550 is approximately 12% of the total calls in 2021. With 58 sworn personnel each working 2,912 hours a year, there is a total of 168,896

total sworn personnel hours a year. Twelve percent of that is 20,268 hours. Hypothetically, that number multiplied by an average rate of \$45.00 an hour is \$912,038 for the 2021 calendar year.

Estimated Fire Department Expenditures Relating to Homelessness	Cost	Funding Source
Fire Department Response to Calls for Service	\$912,038/yr.	General Fund

The Police Department takes a proactive approach in dealing with homelessness as evidenced by the number of calls for service related to homelessness. In 2021, there were 4,477 calls for service to the Police related to homeless issues, approximately 6% of the total calls for service. In 2020, there were 4,241 calls for service related to homeless issues, approximately 7% of the total calls for service. In 2019, there were 4,171 calls for service related to homeless issues, approximately 6% of the total calls for service. Please note these are only the calls that are initially tagged “Homeless” and do not capture every call for service that is related to homelessness.

Year	Month												Total CFS - Homeless	Total CFS	Homeless CFS %
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
2021	393	371	367	328	378	347	447	393	344	383	400	326	4477	69596	6%
2020	343	280	287	338	328	294	371	437	400	442	386	335	4241	60721	7%
2019	383	290	264	328	355	405	480	351	349	367	311	288	4171	69596	6%

Each year, as part of the budget process, a Police Captain reports an estimated time of total patrol hours under Performance Measures. For Fiscal Year 2020-21, there was an estimate of 118,000 total patrol hours, and 114,400 hours for Fiscal Years 2019-20 and 2018-19. Six percent (6%) of 118,000 is 7,080 hours of patrol time dedicated to homelessness in Fiscal Year 2020-21. Hypothetically, that number multiplied by an average hourly fully-loaded police officer rate of \$89.00 is \$630,120 for the 2021 calendar year.

Estimated Police Department Expenditures Relating to Homelessness	Cost	Funding Source
Quality of Life Officer	\$15,000/yr.	General Fund
Police Department Response to Calls for Service	\$630,120/yr.	General Fund
Total	\$645,120	

CITY OF REDONDO BEACH

Budget Response Report #45

June 14, 2022

Question:

What is the total estimated cost to design and install drought tolerant landscaping, pathways, and a pollinator fountain on the SCE right-of-way property licensed by the City, west of Pacific Coast Highway?

Response:

The City's current strategic plan includes an item to bring forward a conceptual plan for beautification and habitat restoration on the SCE right-of-way parcel, west of Pacific Coast Highway, recently licensed by the City. In preparation for that report, staff has engaged an on-call landscape architect and asked for some visioning documents regarding certain topics for future discussion such as grading and trails, planning scheme/palettes, accessibility, irrigation, signage, etc. While those plans have not been formally presented yet, the attachments include a portion of the Illustrative Site Analysis prepared by the consultant. Staff has also asked for high level budget numbers from the consultant (see attached).

The consultant's overall price estimate for construction costs to improve the roughly five acre parcel is about \$1.37M. That price includes material and construction costs (detailed on the attachment), as well as a 15% contingency and a 30% premium for prevailing wage, which the City is required to pay. The resulting cost is about \$277,000 per acre, or \$6.35 square foot. By comparison, the cost to install improvements to the two parcels of SCE right-of-way adjacent to Artesia Boulevard cost about \$450,000 per acre. That work, however, included a parking area, solar lighting, and more decorative plant landscapes. An additional 5% is included in the grand total of \$1.44M to include soft costs associated with design and construction administration.

An additional request was made to include pollinator fountains, which are small water features that function to allow water collection by various insects and birds. Anything large scale would likely not be permitted by SCE. The City's license agreement with SCE prohibits installation of water storage tanks of any kind. However, there may be opportunity to add low profile water bubblers that could provide a similar function as part of the irrigation system and costs for these would be included in the general unit cost for irrigation included in the attached estimate.

Phased Approach

As an alternative, the City Council may wish to take a phased approach to completing the landscaping improvements on the right of way. For example, the Council may wish to initiate the work on the flatter eastern portion of the site, which is about 1.6 acres. Using the estimate provided by the consultant, improvements to this area could be performed for about \$400,000 to \$450,000. These figures include a scope of about 70,000 SF of planting area and temporary irrigation, and 12,000 SF of decomposed granite (DG) pathways. Currently there is about \$138,000 available in the project account. Assuming the City Council wishes to proceed with the additional \$312,000 appropriation needed to complete the work, staff would engage the consultant to prepare illustrative concepts to present to the City Council for preliminary consideration as part of the strategic planning objective and seek further direction on final design and follow up public outreach.

Funding for the additional \$312,000 appropriation needed to fully install drought tolerant planting and pathways on the flatter, eastern portion of the SCE site is available in the Subdivision Park Trust (Quimby) Fund or from unallocated General Fund Balance.

Attachments

SCE ROW Improvements – Illustrative Site Analysis

SCE ROW Improvements – Cost Estimates

CONCEPTUAL LANDSCAPE MASTER PLAN



The Coastal Prairie Grassland Community is one of the most biodiverse native plant communities in California. This community consists of deep-rooted perennial grasses, forbs, wildflowers, and woody shrubs. Many animals including birds, mammals, insects, and reptiles depend on the resources found in coastal prairies for shelter, food and nesting materials.



The Coast Sage Scrub Community also referred to as "soft chaparral" occurs in dry but foggy coastal areas where marine influence and light rains allow the plants to capture water via their foliage and shallow rooting systems. This community is highly adapted to drought, even going dormant deciduous during the hottest summer months. This plant community supports a wide variety of insects, birds, and reptiles, including the Coastal California Gnatcatcher.



The Coastal Strand Plant Community hugs the California coastline and is heavily influenced by salt spray and wind. This community establishes in high sodium soils of sand and silt. There is low species diversity within this community due to the harsh conditions of salt, wind, and sun exposure. Many of the adapted plants are prostrate with spreading roots and a deep tap root to help anchor them into the shifting sands.



ARCHITERRA DESIGN GROUP

SCE COMMUNITY NATURE PARK

CITY OF REDONDO BEACH

OPINION OF PROBABLE CONSTRUCTION COSTS

ANDREW WINJE

Date: 06/09/2022

Created by: VALERIE ALEGRE

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>	<u>UNIT PRICE</u>	<u>ITEM COST</u>
<u>LANDSCAPE CONSTRUCTION</u>				
•MOBILIZATION	1	ALLOW	\$35,000.00	\$35,000.00
•DEMOLITION				
Vegetation removal	126,000	S.F.	\$0.15	\$18,900
			<i>Section Subtotal</i>	<i>\$18,900</i>
•EARTHWORK/GRADING/SOIL PREPARATION				
Soil Prep/Fine Grading	167,677	S.F.	\$0.60	\$100,606
			<i>Section Subtotal</i>	<i>\$100,606</i>
•SITE AMENITIES				
Interpretive Display Signage with Supports	2	EA.	\$4,000.00	\$8,000
			<i>Section Subtotal</i>	<i>\$8,000</i>
LANDSCAPE CONSTRUCTION SUBTOTAL				\$162,506
<u>LANDSCAPE PLANTING</u>				
•SHRUBS (167677sqft)	167,677			
1 Gallon (80% at 1 per every 100sqft)	1,341	EA.	\$10.00	\$13,414
5 Gallon (20% at 1 per every 100sqf)	335	EA.	\$28.00	\$9,390
Hydroseed Areas	167,677	S.F.	\$0.14	\$23,475
			<i>Section Subtotal</i>	<i>\$46,279</i>
•MISCELLANEOUS				
Decomposed Granite - 4" Compacted/Stabilized	30,090	S.F.	\$6.50	\$195,585
Decomposed Granite - 6" On Roadside SCE Access	8,473	S.F.	\$8.50	\$72,021
Cobble Swale Protection at toe of slopes	9,585	S.F.	\$18.00	\$172,530
			<i>Section Subtotal</i>	<i>\$440,136</i>
LANDSCAPE PLANTING SUBTOTAL				\$486,414
<u>LANDSCAPE IRRIGATION</u>				
		<u>UNIT</u>	<u>UNIT PRICE</u>	
Automatic On-Grade Irrigation System Temp - Slope Are	98,404	S.F.	\$1.35	\$132,845
Automatic On-Grade Irrigation System Temp - Flat Areas	69,273	S.F.	\$1.35	\$93,519
			<i>Section Subtotal</i>	<i>\$226,364</i>
LANDSCAPE IRRIGATION SUBTOTAL				\$226,364

ARCHITERRA DESIGN GROUP

LANDSCAPE MAINTENANCE

90 Day Maintenance Period	167,677	S.F.	\$0.25	\$41,919
			<i>Section Subtotal</i>	<i>\$41,919</i>

<i>LANDSCAPE MAINTENANCE SUBTOTAL</i>				<i>\$41,919</i>
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TOTAL				\$917,204
15% CONTINGENCY				\$137,581
30% Prevailing Wage				\$316,435
GRAND TOTAL				\$1,371,220

<i>Cost per Square Foot</i>	215,825	S.F.		\$6.35
<i>Cost per Acre</i>	4.95	AC		\$276,754

DESIGN FEES (AERIAL SURVEY, CDS, CONSTRUCTION ADMIN.)				
<i>Design Plans for Bidding (Estimated at 5% of construction costs)</i>				\$68,560.98

GRAND TOTAL				\$1,439,781
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SCE ROW Costs (Reduce Scope Based on Architerra Estimate)

	<i>Qty</i>	<i>Unit</i>	<i>Unit Cost</i>	<i>Total</i>
Earthwork				
Mobilization	1	Allow	\$ 10,000.00	\$ 10,000
Demo/clear&grub	69,723	SF	\$ 0.15	\$ 10,458
Grading/Soil Prep	69,723	SF	\$ 0.60	\$ 41,834
Site Amenities	0	EA	\$ 4,000.00	\$ -
Landscape Planting				
1 Gallon (80% @ 1 per 100 sf)	558	EA	\$ 10.00	\$ 5,578
5 Gallon (20% @ 1 per 100 sf)	139	EA	\$ 28.00	\$ 3,904
Hydroseed	-	SF	\$ 0.14	\$ -
90-day maint period	69,723	SF	\$ 0.25	\$ 17,431
Pathways				
DG - 4" compacted/stabilized	12000	SF	\$ 6.50	\$ 78,000
DG - 6" roadside SCE Access	0	SF	\$ 8.50	\$ -
Cobble swale protection	0	SF	\$ 18.00	\$ -
Irrigation				
Automatic On-grade Temp System				
Slope Area	0	SF	\$ 1.35	\$ -
Flat Area	69,723	SF	\$ 1.35	\$ 94,126
Subtotal				\$ 261,331
15% Contingency				\$ 39,200
30% Prevailing Wage				\$ 78,399
Construcion Grand Total				\$ 378,930
Design Fees (5% of Constr)				\$ 18,947
Grand Total				\$ 397,877

Improvement Area

Flat Area	69,723	SF
Slope Area	-	SF
Total	69,723	SF
	1.60	Acres



Administrative Report

L.2., File # 22-4250

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

PUBLIC HEARING FOR INTRODUCTION AND FIRST READING OF ORDINANCES AMENDING REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10 CHAPTER 2 ZONING AND LAND USE AND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES, INCLUDING ACCESSORY BUILDINGS AND DWELLING UNITS, AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

PROCEDURES:

1. Open the public hearing and take testimony;
2. Close the public hearing and deliberate;
3. Introduce the following two ordinances: and
4. Adopt the resolution submitting ordinance to the Coastal Commission;

INTRODUCE BY TITLE ONLY ORDINANCE NO. 3231-22 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

INTRODUCE BY TITLE ONLY ORDINANCE NO. 3232-22 AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 5, COASTAL LAND USE IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

ADOPT RESOLUTION NO. 2206-036 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, REQUESTING CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION OF AMENDMENTS TO THE COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE (TITLE 10, CHAPTER 5 OF THE MUNICIPAL CODE) CONSISTENT WITH STATE LAW, WHICH IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO PUBLIC RESOURCES CODE SECTION 30514 AND

TITLE 14, SECTION 13551 OF THE CALIFORNIA CODE OF REGULATIONS

EXECUTIVE SUMMARY

Certain actions have triggered a review of the setback and encroachment sections of the Redondo Beach Municipal Code (RBMC). Specifically, Sections 10-2.1500 and 10-5.1500 entitled “Accessory structures in residential zones” and Sections 10-2.1522 and 10-5.1522 entitled “Building and other projections in all zones” need to be revised to align with City rules and recent Council decisions.

Following a referral, the Planning Commission, on January 20, 2022, reviewed possible revisions to the above sections of the Zoning Code and made recommendations to the City Council. On March 1, 2022, the City Council considered those recommendations and provided direction to staff on the content and scope of the proposed Municipal Code revisions and the preparation of ordinances needed to formally amend the identified sections of the Code.

The ordinances for consideration for public hearing and first reading incorporated the direction from the City Council provided at the March 1, 2022 meeting. Additionally, a resolution to submit the coastal ordinance to the California Coastal Commission for certification has been prepared and is recommended for approval.

BACKGROUND

Below is the background information on the two Municipal Code sections to be revised and the recommended revisions from the Planning Commission and City Council.

Revisions to “Accessory Structures in Residential Zones” Sections

In 2021 an Administrative Decision of the Community Development Director regarding setbacks between buildings and structures was appealed to the Planning Commission. The property owners of 2015 Speyer Lane Unit B submitted an Administrative Design Review application to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback. The application was denied by the Community Development Director, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure.

The property owner appealed the denial of the Administrative Design Review to the Planning Commission. On March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure’s roof to be attached to the rear elevation of the main home.

An appeal of the Planning Commission’s decision to the City Council was filed on March 19, 2021 by the neighbor directly to the rear of the subject property. The appeal was made on the grounds that the Planning Commission’s decision was attempting to conform with a structure that was already built, and the Planning Commission’s approval does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) regarding the setback between buildings. The City Council considered and denied the appeal at a public hearing on June 1, 2021, thus upholding the Planning Commission decision. The Council did, however, make some distinctions that were not addressed as part of the Planning Commission’s decision.

In their discussions at the June 1, 2021 public hearing, the City Council made distinctions between structures and buildings and determined that per Redondo Beach Municipal Code 10-2.1500 as it

reads now, an accessory structure does not need a 5-foot setback from the dwelling unit. The specific discussion at the Council meeting was that Accessory Building is defined as a *detached building* which is subordinate to the main building or structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached. Thus, City Council found that the attached accessory structure complies with RBMC 10-2.1500.

To clarify further, an accessory building is a subset of accessory structures. The broader category of accessory structure does not specify or define the structure as detached. However, by definition what distinguishes the accessory building subset is 1) the fact that it is a building rather than a structure (a building is designed and or used for the shelter and enclosure of persons, animals, or property, where a structure does not have that purpose), and 2) that it must be detached.

The terms “structures” and “buildings” are used interchangeably in RBMC 10-2-1500, leading to ambiguity on whether the subsection is intended to apply only to buildings, or intended to include setbacks for accessory structures. Per the two distinct definitions where accessory building is the only one defined to be detached, the City Council determined that the accessory structure’s roof complies with the provisions set forth in RBMC 10-2.1500 regarding accessory structures in residential zones. With that determination, the language in Section 10-2.1500 needs to be revised to clarify the intent for future interpretation.

The Planning Commission considered multiple options on revising this section of Code and made a recommendation to meet the intent of the City Council’s interpretation. At their March 1, 2022 meeting, the City Council reviewed the Planning Commission recommendations and determined there was still ambiguity to what was or wasn’t allowed to be attached. Council requested that staff clarify the language based on the City Council discussion. Those revisions are represented in the ordinances being considered at this public hearing and are provided in the revisions attachment for this agenda item that tracks the changes, showing additions highlighted as underlined and deletions are highlighted in ~~strikeout~~.

Revisions to “Building and Other Projections in All Zones” Sections

Concurrent with the appeal hearing determination noted above, the City Council directed staff to revisit the projections into required setbacks under RBMC 10-2.1522 for inland properties and RBMC 10-5.1522 for coastal properties. Under these sections, air conditioners and other mechanical and plumbing equipment aren’t currently addressed.

Since March 2020, when the COVID-19 emergency orders went into place, the Planning Division has experienced a significant increase in requests for air conditioning permits. Unfortunately, to retrofit an already developed site for air conditioning, the only constructible areas available are oftentimes inside required setbacks. Per the current regulations, air conditioners are not permitted in the required setbacks and setbacks between buildings. City Council requested that staff consider how this can be addressed in the zoning code.

As well, while revising this section of the code, there is a need to define and clarify allowances for decks, porches, and patios in required setbacks. Also, during the discussions at the appeal hearings noted above, there was interest in increasing the approved height of architectural features (RBMC 10 - 2.1522(f)(1)) from 9 feet to 10 feet, because entry doorways to dwelling units that may be in proximity to such architectural features or structures may not have clearance. These changes have been incorporated into the proposed revisions.

Ultimately, the Planning Commission recommended to allow the following mechanical and plumbing projections in setbacks:

- Remove “water heaters” from architectural features and place it in a new subsection regarding mechanical and plumbing equipment.
- Allow plumbing and mechanical equipment to project into a required rear setback or required setback between buildings, other than new construction.
- Allow plumbing equipment to project up to one half of the required rear yard setback, or thirty (30) inches, whichever is less.
- Allow “mini-split” air conditioners (wall units) to project up to one half of the required side yard setback, or thirty (30) inches, whichever is less, other than new construction. This does not allow other mechanical equipment to be located in the side setback.
- Require all mechanical and plumbing equipment within the required setbacks to be screened from public view.
- Require all mechanical equipment and plumbing equipment within the required setbacks to comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

At the March 1, 2022 meeting, the City Council agreed with the Planning Commission recommendations, but requested that the ordinances be finalized by specifying the decibel level permitted for mechanical and plumbing equipment, rather than referencing the noise ordinance. Those revisions are represented in the ordinances being considered at the public hearing and are provided in the revisions attachment for this agenda item that tracks the changes, showing additions highlighted as underlined and deletions are highlighted in ~~strikeout~~.

COORDINATION

The preparation of the ordinances was done in coordination with the City Attorney’s Office.

FISCAL IMPACT

Funding for the preparation of this report and the ordinances is available in the Departments’ annual operating budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Ordinance - Setbacks and Encroachments Inland 1st reading 061422
- Ordinance - Setbacks and Encroachments Coastal 1st reading 061422
- Resolution - Accessory Structure Coastal Resolution for Certification 061422
- Revisions in Tracked Changes for Ordinances Setbacks and Encroachments
- City Council Administrative Report Setbacks and Encroachments 2022-03-01
- City Council Presentation Setbacks and Encroachments 2022-03-01
- Planning Commission Resolution January 20, 2022
- Planning Commission Staff Report January 20, 2022

- Planning Commission Minutes January 20, 2022
- Planning Commission Presentation January 20, 2022
- Proof of Legal Ad Public Hearing Notice



Administrative Report

L.2., File # 22-4250

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

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- Allow “mini-split” air conditioners (wall units) to project up to one half of the required side yard setback, or thirty (30) inches, whichever is less, other than new construction. This does not allow other mechanical equipment to be located in the side setback.
- Require all mechanical and plumbing equipment within the required setbacks to be screened from public view.
- Require all mechanical equipment and plumbing equipment within the required setbacks to comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

At the March 1, 2022 meeting, the City Council agreed with the Planning Commission recommendations, but requested that the ordinances be finalized by specifying the decibel level permitted for mechanical and plumbing equipment, rather than referencing the noise ordinance. Those revisions are represented in the ordinances being considered at the public hearing and are provided in the revisions attachment for this agenda item that tracks the changes, showing additions highlighted as underlined and deletions are highlighted in ~~strikeout~~.

COORDINATION

The preparation of the ordinances was done in coordination with the City Attorney’s Office.

FISCAL IMPACT

Funding for the preparation of this report and the ordinances is available in the Departments’ annual operating budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

- Ordinance - Setbacks and Encroachments Inland 1st reading 061422
- Ordinance - Setbacks and Encroachments Coastal 1st reading 061422
- Resolution - Accessory Structure Coastal Resolution for Certification 061422
- Revisions in Tracked Changes for Ordinances Setbacks and Encroachments
- City Council Administrative Report Setbacks and Encroachments 2022-03-01
- City Council Presentation Setbacks and Encroachments 2022-03-01
- Planning Commission Resolution January 20, 2022
- Planning Commission Staff Report January 20, 2022

- Planning Commission Minutes January 20, 2022
- Planning Commission Presentation January 20, 2022
- Proof of Legal Ad Public Hearing Notice

ORDINANCE NO. 3231-22

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

WHEREAS, the City Council has been made aware of ambiguities in the Redondo Beach Municipal Code Sections 10-2.1500 and 10-5.1500 and Sections 10-2.1522 and 10-5.1522 as a result of project appeals and comments from the community; and

WHEREAS, an application to the Planning Division for Administrative Design Review to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback was denied by the Community Development Director on February 16, 2021, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure; and

WHEREAS, on February 16, 2021 the property owner appealed the denial of the Administrative Design Review to the Planning Commission; and

WHEREAS, on March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home; and

WHEREAS, an appeal of the Planning Commission's decision was filed by the neighbor directly to the rear of the subject of property on March 19, 2021 on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the approval of the Planning Commission does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings; and

WHEREAS, the appeal was considered by the City Council at a public hearing on June 1, 2021, and the appeal to City Council was denied, thus upholding the Planning Commission decision; and

WHEREAS, in their discussions at the June 1, 2021 public hearing, the City Council determined that per Redondo Beach Municipal Code 10-2.1500, the accessory structure did not need a 5-foot setback from the dwelling unit, noting that Accessory Building is defined as a *detached building* which is subordinate to the main building or structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached, and thus the attached accessory structure complies with RBMC 10-2.1500; and

WHEREAS, RBMC 10-2.1522 was included in the discussions regarding the appeal hearing, where City Council determined that the accessory structure in that case was compliant with RBMC 10-2.1522; and

WHEREAS, the City Council's decision on the appeal and interpretation of RBMC 10-2.1500 instigated the need to clarify the regulations of this code section; and

WHEREAS, concurrent to the appeal hearing process, City Council received concerns from the public regarding zoning limitations on installing air conditioner units in the required setbacks as noted in RBMC 10-2.1522 and 10-5.1522 and directed staff to consider how the zoning code could be amended to provide some relief to allow air conditioner units during increased heat events and pandemic conditions requiring residents to be in their homes; and

WHEREAS, draft revisions to the Redondo Beach Municipal Code were prepared to represent the City Council interpretation during the appeal process and to provide relief to allow air conditioners in designated required setback areas; and

WHEREAS, the Planning Commission held a duly noticed public hearing, took public testimony, and considered the ordinance amendments on October 21, 2021 and continued the public hearing to December 16th, 2021 and again continued the public hearing to January 20, 2022 and made certain recommendations to the City Council for consideration; and

WHEREAS, on March 1, 2022, the City Council considered the Planning Commission recommendations, heard public testimony, discussed the proposed amendments and ultimately provided direction to staff regarding the amendments; and

WHEREAS, on June 14, 2022, the City Council held a duly noticed public hearing, took public testimony and considered the ordinance amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1500 "Accessory Structures in Residential Zones." to be amended as follows:

"10-2.1500 Accessory structures in residential zones.

(a) Setbacks between accessory buildings and dwelling unit(s) on a site. Accessory buildings shall be detached from dwelling unit(s) and other accessory buildings on site with a minimum separation of five (5) feet between the columns and/or walls supporting the buildings. An accessory structure that is not enclosed does not

require the five (5) foot separation. This subsection shall not be applicable to the R-MHP mobile home park zone.”

SECTION 3. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.402 “Definitions.” to be amended as follows:

“10-2.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(60) “Deck” shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.”

SECTION 4. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1522 “Building and other projections in all zones.” to be amended as follows:

“10-2.1522 Building and other projections in all zones.

(a) Projections into required setbacks. The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones.

a. Architectural features. Cornices, eaves, belt courses, sills, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, fireplace chimneys, or any other architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. Windows. Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c. Basement light wells. Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) All residential zones.

a. Unenclosed balconies. Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5)

feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

b. Unenclosed stairways. Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

1. R-1A zone. Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

c. Unenclosed decks, porches, and patios.

1. Side and rear setbacks. No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade.

2. Front setback. Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

d. Flagpoles. Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. Pools and spas. Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

f. Other architectural features and structures. Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. Height. No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ten (10) feet.

2. Horizontal dimensions. No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. Mechanical and Plumbing Equipment. For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment

deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. Rear setback and setback between buildings. Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. Side Setback. Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. Noise. Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings not to exceed 55 decibels. The decibel level is measured immediately adjacent to the location of the equipment placement, not at a distance from the equipment.

4. Screening. Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) All commercial and mixed-use zones.

a. Canopies. Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. Awnings. Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) Projections above permitted height. The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.”

SECTION 5. CEQA. This Ordinance is exempt from the requirements of the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines because there is no possibility that this Ordinance or its implementation would have a significant negative effect on the environment. (14 Cal. Code Regs. § 15061(b)(3).) City staff shall cause a Notice of Exemption to be filed as authorized by CEQA and the State CEQA Guidelines.

SECTION 6. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 7. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 8. PUBLICATION AND EFFECTIVE DATE. This ordinance shall be published by one insertion in the official newspaper of said city, and same shall go into effect and be in full force and operation from and after thirty (30) days after its final passage and adoption.

PASSED, APPROVED AND ADOPTED this 14th day of June, 2022.

William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Ordinance No. 3231-22 was introduced at a regular meeting of the City Council held on the 14th day of June, 2022, and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 21st day of June, 2022, and there after signed and approved by the Mayor and attested by the City Clerk, and that said ordinance was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk

ORDINANCE NO. 3232-22

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ADOPTING AN ORDINANCE AMENDING TITLE 10, CHAPTER 5, COASTAL LAND USE IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND OTHER PROJECTIONS IN ALL ZONES

WHEREAS, the City Council has been made aware of ambiguities in the Redondo Beach Municipal Code Sections 10-2.1500 and 10-5.1500 and Sections 10-2.1522 and 10-5.1522 as a result of project appeals and comments from the community; and

WHEREAS, an application to the Planning Division for Administrative Design Review to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback was denied by the Community Development Director on February 16, 2021, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure; and

WHEREAS, on February 16, 2021 the property owner appealed the denial of the Administrative Design Review to the Planning Commission; and

WHEREAS, on March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home; and

WHEREAS, an appeal of the Planning Commission's decision was filed by the neighbor directly to the rear of the subject of property on March 19, 2021 on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the approval of the Planning Commission does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings; and

WHEREAS, the appeal was considered by the City Council at a public hearing on June 1, 2021, and the appeal to City Council was denied, thus upholding the Planning Commission decision; and

WHEREAS, in their discussions at the June 1, 2021 public hearing, the City Council determined that per Redondo Beach Municipal Code 10-2.1500, the accessory structure did not need a 5-foot setback from the dwelling unit, noting that Accessory Building is defined as a *detached building* which is subordinate to the main building or structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached, and thus the attached accessory structure complies with RBMC 10-2.1500; and

WHEREAS, RBMC 10-2.1522 was included in the discussions regarding the appeal hearing, where City Council determined that the accessory structure in that case was compliant with RBMC 10-2.1522; and

WHEREAS, the City Council's decision on the appeal and interpretation of RBMC 10-2.1500 instigated the need to clarify the regulations of this code section; and

WHEREAS, concurrent to the appeal hearing process, City Council received concerns from the public regarding zoning limitations on installing air conditioner units in the required setbacks as noted in RBMC 10-2.1522 and 10-5.1522 and directed staff to consider how the zoning code could be amended to provide some relief to allow air conditioner units during increased heat events and pandemic conditions requiring residents to be in their homes; and

WHEREAS, draft revisions to the Redondo Beach Municipal Code were prepared to represent the City Council interpretation during the appeal process and to provide relief to allow air conditioners in designated required setback areas; and

WHEREAS, the Planning Commission held a duly noticed public hearing, took public testimony, and considered the ordinance amendments on October 21, 2021 and continued the public hearing to December 16th, 2021 and again continued the public hearing to January 20, 2022 and made certain recommendations to the City Council for consideration; and

WHEREAS, on March 1, 2022, the City Council considered the Planning Commission recommendations, heard public testimony, discussed the proposed amendments and ultimately provided direction to staff regarding the amendments; and

WHEREAS, on June 14, 2022, the City Council held a duly noticed public hearing, took public testimony and considered the ordinance amendments.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1500 "Accessory Structures in Residential Zones." to be amended as follows:

"10-5.1500 Accessory structures in residential zones.

(a) Setbacks between accessory buildings and dwelling unit(s) on a site. Accessory buildings shall be detached from dwelling unit(s) and other accessory buildings on site with a minimum separation of five (5) feet between the columns and/or

walls supporting the buildings. An accessory structure that is not enclosed does not require the five (5) foot separation.”

SECTION 3. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.402 “Definitions.” to be amended as follows:

“10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(64) “Deck” shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.”

SECTION 4. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1522 “Building and other projections in all zones.” to be amended as follows:

“10-5.1522 Building and other projections in all zones.

(a) Projections into required setbacks. The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones.

a. Architectural features. Cornices, eaves, belt courses, sills, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, fireplace chimneys, or any other architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. Windows. Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c. Basement light wells. Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) All residential zones.

a. Unenclosed balconies. Except as provided below, unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the

rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony. For coastal bluff properties, no unenclosed balconies may project into any rear setback.

b. Unenclosed stairways. Except as provided below, unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure. For coastal bluff properties, no unenclosed stairways and landing places may project into any required rear setback.

c. Unenclosed decks, porches, and patios.

1. Side and rear setbacks. No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade.

2. Front setback. Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

3. Stormwater Management and Discharge. Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code.

4. Coastal Bluff Properties. For coastal bluff properties, no deck or patio may project on to the bluff face.

d. Flagpoles. Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. Pools and spas. Except as provided below, pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback. For coastal bluff properties, no pool or spa may project onto the bluff face.

f. Other architectural features and structures. Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-5.2500), provided the following standards are not exceeded:

1. Height. No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ten (10) feet.

2. Horizontal dimensions. No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. Mechanical and Plumbing Equipment. For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-5.2500) as follows:

1. Rear setback and setback between buildings. Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. Side Setback. Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. Noise. Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings not to exceed 55 decibels. The decibel level is measured immediately adjacent to the location of the equipment placement, not at a distance from the equipment.

4. Screening. Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) All commercial and mixed-use zones.

a. Canopies. Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. Awnings. Notwithstanding subsection (1) of Section 10-5.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) Projections above permitted height. The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-5.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone.”

SECTION 5. CEQA. This Ordinance is exempt from the requirements of the California Environmental Quality Act (“CEQA”) pursuant to State CEQA Guidelines because there is no possibility that this Ordinance or its implementation would have a significant negative effect on the environment. (14 Cal. Code Regs. § 15061(b)(3).) City staff shall cause a Notice of Exemption to be filed as authorized by CEQA and the State CEQA Guidelines.

SECTION 6. INCONSISTENT PROVISIONS. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 7. SEVERANCE. If any section, subsection, sentence, clause, or phrase of this ordinance 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 remaining portions of the ordinance. The City Council hereby declares that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

SECTION 8. PUBLICATION AND EFFECTIVE DATE. This Ordinance shall be published by one insertion in the official newspaper of said City, and same shall go into effect and be in full force and operation on the date that is thirty (30) days after its final passage and adoption and the date on which the California Coastal Commission certifies the Ordinance, whichever is later.

PASSED, APPROVED AND ADOPTED this 14th day of June, 2022.

William C. Brand, Mayor

APPROVED AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Ordinance No. 3232-22 was introduced at a regular meeting of the City Council held on the 14th day of June, 2022, and approved and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 2nd day of August, 2022, and there after signed and approved by the Mayor and attested by the City Clerk, and that said ordinance was adopted by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Eleanor Manzano, CMC
City Clerk

RESOLUTION NO. CC-2206-036

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, REQUESTING CERTIFICATION BY THE CALIFORNIA COASTAL COMMISSION OF AMENDMENTS TO THE COASTAL LAND USE PLAN IMPLEMENTATION ORDINANCE (TITLE 10, CHAPTER 5 OF THE MUNICIPAL CODE) CONSISTENT WITH STATE LAW, WHICH IS INTENDED TO BE CARRIED OUT IN A MANNER FULLY IN CONFORMITY WITH THE COASTAL ACT; AND PROVIDING THAT THE AMENDMENTS TO THE CITY'S LOCAL COASTAL PROGRAM WILL TAKE EFFECT AUTOMATICALLY UPON COASTAL COMMISSION APPROVAL PURSUANT TO PUBLIC RESOURCES CODE SECTION 30514 AND TITLE 14, SECTION 13551 OF THE CALIFORNIA CODE OF REGULATIONS

WHEREAS, on September 11, 2003, the California Coastal Commission certified the Local Coastal Plan ("LCP") of the City of Redondo Beach (LCP Amendment No. RDB-LCP-1-02); and

WHEREAS, State Law enables the City of Redondo Beach to adopt an ordinance to create regulations regarding Transportation Demand Management; and

WHEREAS, the City intends to revise setbacks of Accessory Structures in Residential Zones and other projections in all zones; and

WHEREAS, on October 21, 2021, December 16, 2021 and January 20, 2022, the Planning Commission conducted duly noticed public hearings, accepted public testimony, considered the proposed amendments, CEQA exemption, and adopted Resolution No. 2022-01-PCR-01 recommending that the City Council adopt an ordinance amending the Coastal Land Use Plan Implementing Ordinance provisions pertaining to setbacks of Accessory Structures in Residential Zones and other projections in all zones; and

WHEREAS, on June 14, 2022 the City Council held a duly noticed public hearing to introduce an ordinance to amend the Coastal Land Use Implementing Ordinance and approved the proposed amendments to Title 10, Chapter 5 of the Redondo Beach Municipal Code (Coastal Land Use Plan Implementing Ordinance) pertaining to setbacks of Accessory Structures in Residential Zones and other projections in all zones; and

WHEREAS, the amendment to the Coastal Land Use Implementation Ordinance is consistent with the Coastal Land Use Plan and the Comprehensive General Plan of the City; and

WHEREAS, the amendments to the Coastal Land Use Plan Implementing Ordinance are consistent with the City's Local Coastal Plan (LCP); and

WHEREAS, the amendment does not require a vote of the people under Article XXVII of the City Charter; and

WHEREAS, the proposed amendments to the Municipal Code are exempt from the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, as the zoning amendments will not result in direct or reasonably foreseeable indirect physical change in the environment and the activity is not considered a project in accordance with the requirements of Sections 15060(c)(2) and 15061(b)(3) of the State CEQA Guidelines; and

WHEREAS, Public Resources Code Section 30514 provides, in relevant part, that, “Any proposed amendments to a certified local coastal program shall be submitted to, and processed by, the commission in accordance with the applicable procedures and time limits specified in Sections 30512 and 30513”; and

WHEREAS, California Code of Regulations, Title 14, Section 13551, requires the City to adopt a resolution to submit an amendment to the LCP to the Coastal Commission for review and approval.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The City Council hereby finds that the above recitals are true and correct and are incorporated herein by reference as if set forth in full.

SECTION 2. The City Council hereby submits the proposed amendments to the Coastal Land Use Implementation Ordinance to the Coastal Commission for certification pursuant to Public Resources Code Section 30514 and California Code of Regulations, Title 14, Section 13551(b) as an amendment which will take effect automatically upon Commission approval.

SECTION 3. Pursuant to Public Resources Code Section 30510, the City Council: (1) hereby certifies that if the amendments to the LCP are certified by the Coastal Commission, the City Council intends to carry out the amendments to the LCP contained in Ordinance No. 3216-21 in a manner fully in conformity with Division 5.5 of the Public Resources Code; and (2) hereby directs City Staff to provide the Coastal Commission with materials sufficient for a thorough and complete review, to the extent feasible and appropriate.

SECTION 4. The City Clerk shall certify the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED, AND ADOPTED this 14th day of June, 2022.

William C. Brand, Mayor

APPROVAL AS TO FORM:

ATTEST:

Michael W. Webb, City Attorney

Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. CC-2206-036 was passed and adopted by the City Council of the City of Redondo Beach, California, at a regular meeting of said City Council held on the 14th day of June, 2022, and thereafter signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

Eleanor Manzano, CMC City Clerk

Revisions to Inland Ordinance on Accessory Setbacks and Encroachments
(including definitions):

AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1500 “Accessory Structures in Residential Zones.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between accessory buildings and dwelling unit(s) on a site.** ~~The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet.~~ Accessory buildings shall be detached from dwelling unit(s) and other accessory buildings on site with a minimum separation of five (5) feet between the columns and/or walls supporting the buildings. An accessory structure that is not enclosed does not require the five (5) foot separation. This subsection shall not be applicable to the R-MHP mobile home park zone.

AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.402 “Definitions.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(60) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) **“Patio”** shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) **“Porch”** shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1522 “Building and other projections in all zones.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, ~~and~~ fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

~~c.~~ **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

c. **Decks Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback.

Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings not to exceed 55 decibels. The decibel level is measured immediately adjacent to the location of the equipment placement, not at a distance from the equipment.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative

Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.

Revisions to Coastal Ordinance on Accessory Setbacks and Encroachments
(including definitions):

AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1500 "Accessory Structures in Residential Zones." to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between accessory buildings and dwelling unit(s) on a site.** ~~The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet.~~ Accessory buildings shall be detached from dwelling unit(s) and other accessory buildings on site with a minimum separation of five (5) feet between the columns and/or walls supporting the buildings. An accessory structure that is not enclosed does not require the five (5) foot separation.

AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.402 "Definitions." to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(64) **"Deck"** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. "Deck, unenclosed" shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) **"Patio"** shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) **"Porch"** shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1522 "Building and other projections in all zones." to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, ~~and~~ fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c. **a. Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Except as provided below, unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony. For coastal bluff properties, no unenclosed balconies may project into any rear setback.

b. **Unenclosed stairways.** Except as provided below, unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure. For coastal bluff properties, no unenclosed stairways and landing places may project into any required rear setback.

c. **Decks-Unenclosed decks, porches, and patios.** ~~Except as provided below, no~~

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

3. **Stormwater Management and Discharge.** Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code.

4. **Coastal Bluff Properties.** For coastal bluff properties, no deck or patio may project on to the bluff face.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Except as provided below, pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback. For coastal bluff properties, no pool or spa may project onto the bluff face.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-5.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9) feet~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-5.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings not to exceed 55 decibels. The decibel level is measured immediately

adjacent to the location of the equipment placement, not at a distance from the equipment.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-5.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height

limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-5.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone.



Administrative Report

N.1., File # 22-3709

Meeting Date: 3/1/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE PLANNING COMMISSION'S RECOMMENDATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

EXECUTIVE SUMMARY

Certain actions have triggered a review of the setback and encroachment sections of the Redondo Beach Municipal Code (RBMC). Specifically, Sections 10-2.1500 and 10-5.1500 entitled "Accessory structures in residential zones" and Sections 10-2.1522 and 10-5.1522 entitled "Building and other projections in all zones" need to be revised to align with City rules and recent Council decisions.

Following a referral from the City Council, the Planning Commission, on January 20, 2022, reviewed possible revisions to the above sections of the Zoning Code and made recommendations to the City Council. This item allows the City Council to consider those recommendations and provide direction to staff on the content and scope of the proposed code revisions and the preparation of ordinances needed to formally amend the identified sections of the Code.

BACKGROUND

City Council actions have triggered the need to review setback and encroachment sections of the Redondo Beach Municipal Code (RBMC). Below is the background information on the two sections to be revised and the recommended revisions from the Planning Commission.

Revisions to "Accessory Structures in Residential Zones" Sections

In 2021 an Administrative Decision of the Community Development Director regarding setbacks between buildings and structures was appealed to the Planning Commission. The property owners of 2015 Speyer Lane Unit B submitted an Administrative Design Review application to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback. The application was denied by the Community Development Director, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure.

The property owner appealed the denial of the Administrative Design Review to the Planning Commission. On March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home.

An appeal of the Planning Commission's decision to the City Council was filed on March 19, 2021 by the neighbor directly to the rear of the subject property. The appeal was made on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the Planning Commission's approval does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings. The City Council considered and denied the appeal at a public hearing on June 1, 2021, thus upholding the Planning Commission decision. The Council did, however, make some distinctions that were not addressed as part of the Planning Commission's decision.

In their discussions at the June 1, 2021 public hearing, the City Council made distinctions between structures and buildings and determined that per Redondo Beach Municipal Code 10-2.1500 as it reads now, an accessory structure does not need a 5-foot setback from the dwelling unit. The specific discussion at the Council meeting was that Accessory Building is defined as a *detached building* which is subordinate to the main building or structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached. Thus, City Council found that the attached accessory structure complies with RBMC 10-2.1500.

To clarify further, an accessory building is a subset of accessory structures. The broader category of accessory structure does not specify or define the structure as detached. However, by definition what distinguishes the accessory building subset is 1) the fact that it is a building rather than a structure (a building is designed and or used for the shelter and enclosure of persons, animals, or property, where a structure does not have that purpose) and 2) that it must be detached.

The terms "structures" and "buildings" are used interchangeably in RBMC 10-2-1500, leading to ambiguity on whether the subsection is intended to apply only to buildings, or intended to include setbacks for accessory structures. Per the two distinct definitions where accessory building is the only one defined to be detached, City Council determined that the accessory structure's roof complies with the provisions set forth in RBMC 10-2.1500 Accessory structures in residential zones. With that determination, the language in Section 10-2.1500 needs to be revised to clarify the intent for future interpretation.

The Planning Commission considered multiple options on revising this section of code and determined that the following meets the intent of the City Council's interpretation and clarifies the intent of the section. Below are the recommended revisions from the Planning Commission for Sections 10-2 (inland) and 10-5 (coastal). Underlined words are proposed to be added to the Code. Words with a strike-through are proposed to be removed from the Code.

Proposed Revisions to Inland Ordinance:

10-2.1500 Accessory structures in residential zones.

- (a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. ~~structure, or~~ The minimum distance between two (2) accessory structures on the same site shall be five (5)

feet. Existing accessory structures may be modified or expanded. This subsection shall not be applicable to the R-MHP mobile home park zone.

Proposed Revisions to Coastal Ordinance:

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. Existing accessory structures may be modified or expanded.

Revisions to “Building and Other Projections in All Zones” Sections

Concurrent with the appeal hearing determination noted above, the City Council directed staff to revisit the projections into required setbacks under RBMC 10-2.1522 for inland and RBMC 10-5.1522 for coastal. Under this section, air conditioners and other mechanical and plumbing equipment aren't currently addressed.

Since March 2020, when the COVID-19 emergency orders went into place, the Planning Division has experienced a significant increase in requests for air conditioning permits. Unfortunately, to retrofit an already developed site for air conditioning, the only areas available are oftentimes inside required setbacks. Per the current regulations, air conditioners are not permitted in the required setbacks and setbacks between buildings. City Council requested that staff consider how this can be addressed in the zoning code.

As well, while revising this section of the code, there has been a need to define and clarify allowances for decks, porches, and patios in required setbacks. Also, during the discussions at the appeal hearings noted above, there was interest in increasing the approved height of architectural features (RBMC 10- 2.1522(f)(1)) from 9 feet to 10 feet, because entry doorways to dwelling units that may be in proximity to such architectural features or structures may not have clearance. These changes have been incorporated into the proposed revisions.

Ultimately, the Planning Commission decided to allow the following mechanical and plumbing projections in setbacks:

- Removed “water heaters” from architectural features and placed it in a new subsection regarding mechanical and plumbing equipment.
- Allow plumbing and mechanical equipment to project into a required rear setback or required setback between buildings, other than new construction.
- Allow plumbing equipment to project up to one half of the required rear yard setback, or thirty (30) inches, whichever is less.
- Allow “mini-split” air conditioners (wall units) to project up to one half of the required side yard setback, or thirty (30) inches, whichever is less, other than new construction. This does not allow other mechanical equipment to be located in the side setback.
- Requires all mechanical and plumbing equipment within the required setbacks to be screened from public view.
- Requires all mechanical equipment and plumbing equipment within the required setbacks to comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

Below is the Planning Commission's proposed revised language of RBMC 10-2.1522 and 10-5.1522, as well as additional definitions in RBMC 10-2.402 and 10-5.402 in underline (add) / strikethrough (remove) format to clarify these various points.

Proposed Revisions to Inland Ordinance:

The following definitions are proposed.

10-2.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(60) **"Deck"** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. "Deck, unenclosed" shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) "Patio" shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) "Porch" shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

The following revisions to the building and other projections section are proposed.

10-2.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, water heaters, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other similar architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

c. **Decks Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. Decks and patios

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the

required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant

to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.

Proposed Revisions to Coastal Ordinance:

These proposed revisions are in line with the inland ordinance revisions, but there is some coastal-specific language in the underlying code that is not being revised. Below are the proposed revisions to the coastal regulations.

10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(64) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

10-5.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones.

a. **Architectural features.** Cornices, eaves, belt courses, sills, water heaters, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other similar architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) All residential zones.

a. **Unenclosed balconies.** Except as provided below, unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

For coastal bluff properties, no unenclosed balconies may project into any rear setback.

b. **Unenclosed stairways.** Except as provided below, unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure. For coastal bluff properties, no unenclosed stairways and landing places may project into any required rear setback.

c. **Decks Unenclosed decks, porches, and patios.** Except as provided below, no

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. Decks and patios

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

3. **Stormwater Management and Discharge.** Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code.

4. **Coastal Bluff Properties.** For coastal bluff properties, no deck or patio may project on to the bluff face.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Except as provided below, pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback. For coastal bluff properties, no pool or spa may project onto the bluff face.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-5.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9) feet~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-5.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-5.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a

project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-5.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone.

The Planning Commission recommendations were made via resolution (attached). This item allows the City Council to consider those recommendations and provide direction to staff on finalizing the proposed revisions that would be brought back to Council at a later date as ordinances, that when introduced and adopted, would formally amend the identified sections of the Zoning Code.

COORDINATION

This item was prepared in coordination with the Planning Commission and the City Attorney's office.

FISCAL IMPACT

Preparation of this agenda item is included in the Community Development Department's annual budget.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Planning Commission Resolution January 20, 2022 (unsigned)

Planning Commission Staff Report January 20, 2022

Planning Commission Minutes January 20, 2022 (unsigned)

Planning Commission Presentation January 20, 2022

**N.1. DISCUSSION AND POSSIBLE ACTION ON
PLANNING COMMISSION RECOMMENDATION OF
AMENDMENTS TO REDONDO BEACH MUNICIPAL
CODE PERTAINING TO SETBACKS FOR
ACCESSORY STRUCTURES (10-2.1500 AND 10-
5.1500) AND STANDARDS FOR BUILDING AND
OTHER PROJECTIONS (10-2.1522 AND 10-5.1522)**

REDONDO BEACH CITY COUNCIL MEETING

MARCH 1, 2022



ACCESSORY STRUCTURES IN RESIDENTIAL ZONES

CURRENT CODE

Inland Zoning

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

Coastal Zoning

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet.

ACCESSORY STRUCTURES IN RESIDENTIAL ZONES

PLANNING COMMISSION RECOMMENDATION

Inland Zoning

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. Existing accessory structures may be modified or expanded. This subsection shall not be applicable to the R-MHP mobile home park zone.

Coastal Zoning

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. Existing accessory structures may be modified or expanded.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

PLANNING COMMISSION RECOMMENDATION

10-2 [and 5 for coastal].402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

~~(60)~~**(64) coastal** “**Deck**” shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

~~(XX)~~ “**Patio**” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

~~(XX)~~ “**Porch**” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

PLANNING COMMISSION RECOMMENDATION

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES PLANNING COMMISSION RECOMMENDATION (Cont.)

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(2) All residential zones.

c. ~~Decks~~ Unenclosed decks, porches, and patios.

1. Side and rear setbacks. No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. Front setback. Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

[Coastal zone has the following additional language, “Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code. For coastal bluff properties, no deck or patio may project on to the bluff face.” to address stormwater management and coastal bluffs]

BUILDING AND OTHER PROJECTIONS IN ALL ZONES PLANNING COMMISSION RECOMMENDATION (Cont.)

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(2) All residential zones.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES PLANNING COMMISSION RECOMMENDATION (Cont.)

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(2) All residential zones.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

RECOMMENDATION

City Council to consider Planning Commission recommendations and provide direction to staff on finalizing RBMC amendments to bring back to Council for public hearing, introduction, and adoption.

RESOLUTION NO. 2022-01-PCR-01

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

WHEREAS, the City Council has been made aware of ambiguities in the Redondo Beach Municipal Code Sections 10-2.1500 and 10-5.1500 and Sections 10-2.1522 and 10-5.1522 as a result of project appeals and comments from the community;

WHEREAS, an application to the Planning Division for Administrative Design Review to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback was denied by the Community Development Director on February 16, 2021, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure;

WHEREAS, on February 16, 2021 the property owner appealed the denial of the Administrative Design Review to the Planning Commission;

WHEREAS, on March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home;

WHEREAS, an appeal of the Planning Commission's decision was filed by the neighbor directly to the rear of the subject of property on March 19, 2021 on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the approval of the Planning Commission does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings;

WHEREAS, the appeal was considered by the City Council at a public hearing on June 1, 2021, and the appeal to City Council was denied, thus upholding the Planning Commission decision;

WHEREAS, in their discussions at the June 1, 2021 public hearing, the City Council determined that per Redondo Beach Municipal Code 10-2.1500, the accessory structure did not need a 5-foot setback from the dwelling unit, noting that Accessory Building is defined as a *detached building* which is subordinate to the main building or

structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached, and thus the attached accessory structure complies with RBMC 10-2.1500;

WHEREAS, RBMC 10-2.1522 was included in the discussions regarding the appeal hearing, where City Council determined that the accessory structure in that case was compliant with RBMC 10-2.1522;

WHEREAS, the City Council's decision on the appeal and interpretation of RBMC 10-2.1500 instigated the need to clarify the regulations of this code section;

WHEREAS, concurrent to the appeal hearing process, City Council received concerns from the public regarding zoning limitations on installing air conditioner units in the required setbacks as noted in RBMC 10-2.1522 and 10-5.1522 and directed staff to consider how the zoning code could be amended to provide some relief to allow air conditioner units during increased heat events and pandemic conditions requiring residents to be in their homes; and

WHEREAS, draft revisions to the Redondo Beach Municipal Code were prepared to represent the City Council interpretation during the appeal process and to provide relief to allow air conditioners in designated required setback areas;

WHEREAS, the Planning Commission held a duly noticed public hearing, took public testimony, and considered the ordinance amendments on the 21st day of October, 2021 and continued the public hearing to December 16th, 2021 and again continued the public hearing to January 20, 2022.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY FIND AS FOLLOWS:

SECTION 1. FINDINGS

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the zoning amendments qualify for CEQA exemption because the activity will not result in direct or reasonable foreseeable indirect physical change in the environment (Section 15060(c)(2)) and the activity is not a considered a project under CEQA and therefore qualifies for the general rule exemption under Section 15061(b)(3) of the CEQA Guidelines.
2. The amendments to the Zoning Ordinance are consistent with the General Plan.
3. The amendments to the Coastal Land Use Plan Implementing Ordinance are consistent with the City's Local Coastal Plan (LCP).

4. These amendments do not require a vote of the people under Article XXVII of the City Charter.

SECTION 2. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission recommends that the City Council adopt the amendments to the Redondo Beach Municipal Code pertaining to setbacks of accessory structures in residential zones and building and other projections in all zones.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1500 “Accessory structures in residential zones.” Subsection (a) to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. Existing accessory structures may be modified or expanded. This subsection shall not be applicable to the R-MHP mobile home park zone.

SECTION 3. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1500 “Accessory structures in residential zones.” Subsection (a) to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. Existing accessory structures may be modified or expanded.

SECTION 4. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.402 “Definitions.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(60) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

SECTION 5. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.402 “Definitions.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(64) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

SECTION 6. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1522 “Building and other projections in all zones.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

~~c.a.~~ **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

c. **Decks Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback.

Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. **Side Setback.** Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less, other than new construction.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.

SECTION 7. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1522 “Building and other projections in all zones.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters~~, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

~~c.~~ **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Except as provided below, unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony. For coastal bluff properties, no unenclosed balconies may project into any rear setback.

b. **Unenclosed stairways.** Except as provided below, unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure. For coastal bluff properties, no unenclosed stairways and landing places may project into any required rear setback.

c. ~~Decks~~ **Unenclosed decks, porches, and patios.** Except as provided below, no

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks, patios, and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

3. **Stormwater Management and Discharge.** Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code.

4. **Coastal Bluff Properties.** For coastal bluff properties, no deck or patio may project on to the bluff face.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Except as provided below, pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback. For coastal bluff properties, no pool or spa may project onto the bluff face.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-5.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9) feet~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-5.2500) as follows:

1. Rear setback and setback between buildings. Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings, other than new construction.

2. Side Setback. Plumbing equipment may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less. Mini-split air conditioners may project up to one half the required side yard setbacks, or thirty (30) inches, whichever is less , other than new construction.

3. Noise. Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. Screening. Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) All commercial and mixed-use zones.

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-5.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-5.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone.

SECTION 8. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 9. If any section, subsection, sentence, clause, or phrase of this ordinance 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 remaining portions of the ordinance. The City Council shall declare that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 20th day of January, 2022.

Rob Gaddis, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Brandy Forbes, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2022-01-PCR-01 was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 20th day of January, 2022 by the following roll call vote:

AYES: Chair Gaddis, Commissioners Boswell, Godek, Hazeltine, Hinsley, Lamb

NOES: Commissioner Behrendt

ABSENT: None

ABSTAIN: None

Brandy Forbes, AICP
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office



Administrative Report

J.1., File # PC22-3587

Meeting Date: 1/20/2022

To: PLANNING COMMISSION

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

RECOMMENDATION:

1. Open public hearing;
2. Take testimony from staff and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only subject to the findings contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

BACKGROUND

The Planning Commission opened this public hearing on October 21, 2021, received a staff presentation, began discussions, continued the public hearing to December 16, 2021 and carried it over to January 20, 2022.

Attached are the October 21, 2021 administrative report, staff PowerPoint Presentation, meeting minutes, and public written comment.

ATTACHMENTS

Draft Resolution

Administrative Report Planning Commission October 21, 2021

Staff PowerPoint Presentation October 21, 2021
Minutes Planning Commission October 21, 2021 (excerpt)
Public written comments
Notice of Continued Public Hearing

RESOLUTION NO.

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

WHEREAS, the City Council has been made aware of ambiguities in the Redondo Beach Municipal Code Sections 10-2.1500 and 10-5.1500 and Sections 10-2.1522 and 10-5.1522 as a result of project appeals and comments from the community;

WHEREAS, an application to the Planning Division for Administrative Design Review to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback was denied by the Community Development Director on February 16, 2021, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure;

WHEREAS, on February 16, 2021 the property owner appealed the denial of the Administrative Design Review to the Planning Commission;

WHEREAS, on March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home;

WHEREAS, an appeal of the Planning Commission's decision was filed by the neighbor directly to the rear of the subject of property on March 19, 2021 on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the approval of the Planning Commission does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings;

WHEREAS, the appeal was considered by the City Council at a public hearing on June 1, 2021, and the appeal to City Council was denied, thus upholding the Planning Commission decision;

WHEREAS, in their discussions at the June 1, 2021 public hearing, the City Council determined that per Redondo Beach Municipal Code 10-2.1500, the accessory structure did not need a 5-foot setback from the dwelling unit, noting that Accessory Building is defined as a *detached building* which is subordinate to the main building or

structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached, and thus the attached accessory structure complies with RBMC 10-2.1500;

WHEREAS, RBMC 10-2.1522 was included in the discussions regarding the appeal hearing, where City Council determined that the accessory structure in that case was compliant with RBMC 10-2.1522;

WHEREAS, the City Council's decision on the appeal and interpretation of RBMC 10-2.1500 instigated the need to clarify the regulations of this code section;

WHEREAS, concurrent to the appeal hearing process, City Council received concerns from the public regarding zoning limitations on installing air conditioner units in the required setbacks as noted in RBMC 10-2.1522 and 10-5.1522 and directed staff to consider how the zoning code could be amended to provide some relief to allow air conditioner units during increased heat events and pandemic conditions requiring residents to be in their homes; and

WHEREAS, draft revisions to the Redondo Beach Municipal Code were prepared to represent the City Council interpretation during the appeal process and to provide relief to allow air conditioners in designated required setback areas;

WHEREAS, the Planning Commission held a duly noticed public hearing, took public testimony, and considered the ordinance amendments on the 21st day of October, 2021 and continued the public hearing to December 16th, 2021.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY FIND AS FOLLOWS:

SECTION 1. FINDINGS

1. In compliance with the California Environmental Quality Act of 1970, as amended (CEQA), and State and local guidelines adopted pursuant thereto, the zoning amendments qualify for CEQA exemption because the activity will not result in direct or reasonable foreseeable indirect physical change in the environment (Section 15060(c)(2)) and the activity is not a considered a project under CEQA and therefore qualifies for the general rule exemption under Section 15061(b)(3) of the CEQA Guidelines.
2. The amendments to the Zoning Ordinance are consistent with the General Plan.
3. The amendments to the Coastal Land Use Plan Implementing Ordinance are consistent with the City's Local Coastal Plan (LCP).
4. These amendments do not require a vote of the people under Article XXVII of the City Charter.

SECTION 2. The above recitals are true and correct, and the recitals are incorporated herein by reference as if set forth in full.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. The Planning Commission recommends that the City Council adopt the amendments to the Redondo Beach Municipal Code pertaining to setbacks of accessory structures in residential zones and building and other projections in all zones.

SECTION 2. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1500 "Accessory structures in residential zones." Subsection (a) to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

[PLANNING COMMISSION TO SELECT ONE OPTION FOR FINAL ADOPTION]

[OPTION 1]

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. ~~structure, or~~ The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

[OPTION 2]

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory ~~structure~~ building, or between two (2) accessory ~~structures~~ buildings on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

[OPTION 3]

10-2.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings structures.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

SECTION 3. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1500 "Accessory structures in residential zones." Subsection (a) to be amended as follows

(NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

[PLANNING COMMISSION TO SELECT ONE OPTION FOR FINAL ADOPTION]

[OPTION 1]

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. ~~structure, or~~ The minimum distance between two (2) accessory structures on the same site shall be five (5) feet.

[OPTION 2]

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory ~~structure~~ building, or between two (2) accessory ~~structures~~ buildings on the same site shall be five (5) feet.

[OPTION 3]

10-5.1500 Accessory structures in residential zones.

(a) **Setbacks between buildings structures.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet.

SECTION 4. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.402

“Definitions.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(60) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, ~~without a roof~~, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) **“Patio”** shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

SECTION 5. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.402
“Definitions.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(64) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

SECTION 6. AMENDMENT OF CODE. Title 10, Chapter 2 Section 10-2.1522 “Building and other projections in all zones.” to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-2.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones.

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

~~c.a.~~ **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

c. **Decks Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Patios on finished grade may project into the required front setback up to half the required average setback, provided the remainder of the setback is landscaped with live plant material in compliance with the landscape regulations, RBMC 10-2.1900. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings.

2. **Side Setback.** Plumbing equipment may project up to one half the required distance into a required side yard setback.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.

SECTION 7. AMENDMENT OF CODE. Title 10, Chapter 5 Section 10-5.1522 "Building and other projections in all zones." to be amended as follows (NOTE: Additions are highlighted as underlined and deletions are highlighted in ~~strikeout~~):

10-5.1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, ~~and fireplace chimneys,~~ or any other similar

architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Except as provided below, unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony. For coastal bluff properties, no unenclosed balconies may project into any rear setback.

b. **Unenclosed stairways.** Except as provided below, unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure. For coastal bluff properties, no unenclosed stairways and landing places may project into any required rear setback.

c. ~~**Decks**~~ **Unenclosed decks, porches, and patios.** ~~Except as provided below, no~~

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Patios on finished grade may project into the required front setback up to half the required average setback, provided the remainder of the setback is landscaped with live plant material in compliance with the landscape regulations, RBMC 10-5.1900. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

3. **Stormwater Management and Discharge.** Decks and patios shall be consistent with Chapter 7, Title 5 of the Redondo Beach Municipal Code.

4. **Coastal Bluff Properties.** For coastal bluff properties, no deck or patio may project on to the bluff face.

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Except as provided below, pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback. For coastal bluff properties, no pool or spa may project onto the bluff face.

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-5.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9) feet~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-5.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings.

2. **Side Setback.** Plumbing equipment may project up to one half the required distance into a required side yard setback.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-5.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-5.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-5.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-5.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-5.2502) is required for any proposed design element exceeding the height limit of the zone.

SECTION 8. Any provisions of the Redondo Beach Municipal Code, or appendices thereto, or any other ordinances of the City inconsistent herewith, to the extent of such inconsistencies and no further, are hereby repealed.

SECTION 9. If any section, subsection, sentence, clause, or phrase of this ordinance 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 remaining portions of the ordinance. The City Council shall declare that it would have passed this ordinance and each section, subsection, sentence, clause, and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases be declared invalid or unconstitutional.

FINALLY RESOLVED, that the Planning Commission forward a copy of this resolution to the City Council so the Council will be informed of the action of the Planning Commission.

PASSED, APPROVED, AND ADOPTED this 16th day of December, 2021.

, Chair
Planning Commission
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Brandy Forbes, Community Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. ***** was duly passed, approved and adopted by the Planning Commission of the City of Redondo Beach, California, at a regular meeting of said Planning Commission held on the 16th day of December, 2021 by the following roll call vote:

AYES:

NOES:

ABSENT:

Brandy Forbes, AICP
Community Development Director

APPROVED AS TO FORM:

City Attorney's Office



Administrative Report

J.2., File # PC21-3054

Meeting Date: 10/21/2021

To: **PLANNING COMMISSION**

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

RECOMMENDATION:

1. Open public hearing;
2. Take testimony from staff and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only subject to the findings contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

EXECUTIVE SUMMARY

Certain City Council actions have triggered a review of the setback and encroachment sections of the Redondo Beach Municipal Code (RBMC). Sections 10-2.1500 and 10-5.1500 entitled "Accessory structures in residential zones" and Sections 10-2.1522 and 10-5.1522 entitled "Building and other projections in all zones" need to be revised to align the City's rules with recent decisions. The Planning Commission's role is to review the proposed revisions to the Zoning Code and make recommendations to the City Council.

BACKGROUND

City Council actions have triggered the need to review setback and encroachment sections of the Redondo Beach Municipal Code (RBMC). Below is the background information on the two sections to be revised and options for the Planning Commission to consider in their recommendation on these

revisions.

Revisions to “Accessory Structures in Residential Zones” Sections

Recently, an Administrative Decision of the Community Development Director regarding setbacks between buildings and structures was appealed to the Planning Commission. The property owners of 2015 Speyer Lane Unit B submitted an Administrative Design Review application to allow an accessory structure that is attached to the rear elevation of the main home, which encroaches into the rear setback. The application was denied by the Community Development Director, citing the section of the Zoning Code which requires a minimum separation of 5-feet between a dwelling unit and an accessory structure.

The property owner appealed the denial of the Administrative Design Review to the Planning Commission. On March 18, 2021, the Planning Commission held a public hearing, and adopted Resolution No. 2021-03-PR-01 approving the accessory structure's roof to be attached to the rear elevation of the main home.

An appeal of the Planning Commission's decision to the City Council was filed on March 19, 2021 by the neighbor directly to the rear of the subject of property. The appeal was made on the grounds that the Planning Commission's decision was attempting to conform with a structure that was already built, and the Planning Commission's approval does not comply with Redondo Beach Municipal Code (RBMC) Section 10-2.1500(a) Setback Between Buildings. The City Council considered and denied the appeal at a public hearing on June 1, 2021, thus upholding the Planning Commission decision. The Council did, however, make some distinctions that were not addressed as part of the Planning Commission's decision.

In their discussions at the June 1, 2021 public hearing, the City Council made distinctions between structures and buildings and determined that per Redondo Beach Municipal Code 10-2.1500 as it is now, an accessory structure does not need a 5-foot setback from the dwelling unit. The specific discussion at the Council meeting was that Accessory Building is defined as a *detached building* which is subordinate to the main building or structure on the same lot, whereas the definition of Accessory Structure does not have a stipulation regarding being attached or detached. Thus, City Council found that the attached accessory structure complies with RBMC 10-2.1500.

To clarify further, an accessory building is a subset of accessory structures. The broader category of accessory structure does not specify or define the structure as detached. However, by definition what distinguishes the accessory building subset is 1) the fact that it is a building rather than a structure (a building is designed and or used for the shelter and enclosure of persons, animals, or property, where a structure does not have that purpose) and 2) that it must be detached.

The terms structures and buildings are used interchangeably in RBMC 10-2-1500, leading to ambiguity on whether the subsection is intended to apply only to buildings, or intended to include setbacks for accessory structures. Per the two distinct definitions where accessory building is the only one defined to be detached, City Council determined that the accessory structure's roof complies with the provisions set forth in RBMC 10-2.1500 Accessory structures in residential zones. With that determination, the language in Section 10-2.1500 needs to be revised to clarify the intent

for future interpretation.

Three options for revising this portion of the RBMC are included in the attached resolution for the Planning Commission's consideration. In deliberating these options to clarify the intent of the code, the Planning Commission may determine that there are additional possibilities to consider for recommendation. The three code revision options are included within the resolution for the Planning Commission to select from, and are presented (in underline and strikethrough format) and described below. What is decided would need to be included for both Title 10 Chapter 2 Zoning and Land Use (inland zoning) and Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance (coastal zoning), so those are both addressed in the resolution.

Setbacks Option 1

The first proposed revision is as follows:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. ~~structure, or~~
The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

[The sentence on the R-MHP zone applicability is not in 10-5 since there are no mobile home park zones in the coastal zone]

In this option, the subheading adds structures, so it is clear that those are intended to be included and regulated. This alternative would require a five foot setback between the dwelling unit and an accessory building. As well, a five foot setback would be required between accessory structures. In this scenario, an accessory structure that does not qualify as an accessory building (similar to what the Planning Commission considered in the appeal mentioned earlier) could be attached to the main dwelling unit, but an accessory building could not. There is also a requirement of five feet between accessory structures in this option to limit a string of attached accessory structures covering most of the rear of the site.

Setbacks Option 2

The second possible revision to consider is as follows:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory ~~structure~~ building, or between two (2) accessory ~~structures~~ buildings on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

[The sentence on the R-MHP zone applicability is not in 10-5 since there are no mobile home park zones in the coastal zone]

This option limits setbacks between accessory buildings only. Under this scenario, there would not be any setback requirement for accessory structures generally, only for the subset of accessory

buildings, keeping in line with the definitions. So accessory structures could be attached to the main dwelling unit and could be attached to each other. As well, an accessory structure could be attached to an accessory building. Under this option, it is possible that the entirety of the rear of the property could be covered in accessory structures attached to each other, with the exception of any required uncovered outdoor living space.

Setbacks Option 3

The third option to consider is as follows:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings structures.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

[The sentence on the R-MHP zone applicability is not in 10-5 since there are no mobile home park zones in the coastal zone]

This option would clarify that all accessory structures would need to be setback from both the dwelling unit and from each other by five feet. This was the administrative interpretation that was appealed to the Planning Commission. At the Planning Commission hearing, the appellant argued that the subheading only mentioned setbacks between buildings and therefore should not be applied to the broader accessory structure category. This would clean up that uncertainty. Do note that during the Planning Commission's deliberations at the appeal public hearing, the point was made by commissioners that attaching the roof met the same goal as the allowed eaves encroachment under RBMC 10-2.1522. The Planning Commission found that by attaching the accessory structure, rather than detaching it where the overhanging rooves of the of the dwelling unit and the accessory structure could touch, allowed for a better design. Although this option is presented as a possible revision, the Planning Commission has previously noted that this is not a preferred interpretation and overturned the interpretation.

Decision to Be Made on Setbacks

Planning Commission can recommend one of these options to Council to clarify the language and intent of the subsection. Alternatively, through discussion on this item, the Planning Commission could prepare a different modification to this code section for recommendation to City Council. What is decided would need to be included for both Title 10 Chapter 2 Zoning and Land Use (inland zoning) and Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance (coastal zoning), so those are both addressed in the resolution.

Revisions to "Building and Other Projections in All Zones" Sections

Concurrent with the appeal hearing determination noted above, the City Council had directed staff to revisit the projections into required setbacks under RBMC 10-2.1522 for inland and RBMC 10-5.1522 for coastal. Under this section, air conditioners and other mechanical and plumbing equipment aren't currently addressed. Since March 2020 when the COVID-19 emergency orders went into place, the Planning Division has seen a significant increase in requests for air conditioning permits.

Unfortunately, to retrofit an already developed site for air conditioning, oftentimes the only areas available are in the required setbacks. Per the current regulations, air conditioners are not permitted in the required setbacks and setbacks between buildings. City Council requested that staff consider how this can be addressed in the zoning code.

As well, while revising this section of the code, there has been a need to clarify allowances for decks, porches, and patios in required setbacks. And during the discussions at the appeal hearings noted above, there was interest in increasing the approved height of architectural features (RPMC 10-2.1522(f)(1)) from 9 feet to 10 feet, since entry doorways to dwelling units that may be in proximity to such architectural feature or structure may not have clearance. These changes have been incorporated into the proposed revisions.

Below is the proposed revised language of RPMC 10-2.1522 and 10-5.1522, as well as additional definitions in RPMC 10-2.402 and 10-5.402 to clarify these various points:

Additional Definitions

10-2 [and 5 for coastal].402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(60) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

Amended Regulations

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) All zones.

a. **Architectural features.** Cornices, eaves, belt courses, sills, water heaters, cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other similar architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building

Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

(2) **All residential zones.**

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed balconies may project into any rear setback. That restriction would remain, see resolution.]

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed stairways may project into any rear setback. That restriction would remain, see resolution.]

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

[The subsection on the R-1A zone applicability is not in 10-5 since there are no R-1A zones in the coastal zone. This is reflected in the resolution.]

c. **Decks Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~

2. **Front setback.** Unenclosed decks and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Patios on finished grade may project into the required front setback up to half the required average setback, provided the remainder of the setback is landscaped with live plant material in compliance with the landscape regulations, RBMC 10-2 [or 5 for coastal].1900. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

[In 10-5, there is a requirement to meet stormwater management and discharge and a restriction for coastal bluff properties that no deck or patio may project on to the bluff face. Those restrictions would remain, see resolution.]

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

[In 10-5, there is a restriction for coastal bluff properties that no pool or spa may project onto the bluff face. That restriction would remain, see resolution.]

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings.

2. **Side Setback.** Plumbing equipment may project up to one half the required distance into a required side yard setback.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

(3) **All commercial and mixed-use zones.**

a. **Canopies.** Canopies no more than twelve (12) feet in width and leading to a building entrance may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the canopy shall be less than eight (8) feet above finished grade. This section shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

b. **Awnings.** Notwithstanding subsection (1) of Section 10-2.1522(a), awnings may project any distance into a required setback subject to Administrative Design Review (Section 10-2.2500), further provided that no portion of the awning shall be less than eight (8) feet above finished grade. This shall not be interpreted to prohibit encroachment over the public right-of-way where otherwise allowed.

(b) **Projections above permitted height.** The following structures may be permitted to project above the permitted height limit of the zone in which it is located, provided the structure contains no habitable floor area and the limitations indicated for each are observed:

(1) Mechanical equipment and housing, including screening, exceeding the height limits of the zone in which the site is located by a maximum of four (4) feet;

(2) Chimneys, provided that the projection above the height limit of the zone is only to the extent necessary to comply with building and fire codes;

(3) Television and radio whip antennae exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet;

(4) Church steeples and bell towers exceeding the height limits of the zone in which the site is located by a maximum of fifteen (15) feet, subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(5) Flagpoles exceeding the height limits of the zone in which the site is located by a maximum of ten (10) feet, and further provided that in any nonresidential zone flagpoles exceeding the height limits of the zone shall be subject to Planning Commission Design Review (pursuant to Section 10-2.2502);

(6) Architectural design elements integral to the overall design character of a building and intended to distinguish its design (such as a finial, pinnacle, or weathervane), provided that the design element does not significantly increase the mass or bulk of the building, and subject to the following procedures:

a. In residential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone by more than six (6) feet or for any design element proposed in conjunction with a project otherwise subject to Planning Commission Design Review. Proposed design elements exceeding the height limit of the zone by no more than six (6) feet shall be subject to Administrative Design Review (pursuant to Section 10-2.2500) when not in conjunction with a project otherwise subject to Planning Commission Design Review;

b. In nonresidential zones, Planning Commission Design Review (pursuant to Section 10-2.2502) is required for any proposed design element exceeding the height limit of the zone.

Under these proposed revisions, water heaters are removed from architectural features category and included under the new "mechanical and plumbing equipment" subheading. What is proposed is to

allow the quieter functioning plumbing equipment into the side and rear yard setbacks, as well as in the setbacks between buildings. Due to the closer proximity with the side setbacks, air conditioner and similar noise-producing mechanicals were limited to rear yard setbacks and setbacks between dwelling units only. However, there may be an interest to carve out “mini-splits” for the units for individual rooms.

One additional consideration for discussion is regarding balconies in required setbacks. An appeal hearing was considered at the July 2021 Planning Commission meeting regarding 1) tandem parking, and 2) side yard setbacks of a balcony in the required rear yard. Section 10-5.1522(a)(2)a. addresses unenclosed balconies. They may project into a front, side, or rear setback or required space between building, but then have distances from other property lines that must be maintained. In the particular appeal, the applicant’s proposed balcony projected into the rear setback, but was then not a minimum horizontal distance of five (5) feet from the side property line. Although the Planning Commission approved the tandem parking, they denied the relief for the balcony, confirming that it did not comply with the regulations. If the Planning Commission would like the City Council to amend these requirements, any recommended revision could be added to the resolution.

Conclusion

All recommended revisions need to be included for both Title 10 Chapter 2 Zoning and Land Use (inland zoning) and Title 10 Chapter 5 Coastal Land Use Plan Implementing Ordinance (coastal zoning), so those are both addressed in the resolution.

The Planning Commission may select from these various options or otherwise make recommendations on these code sections for City Council to consider.

ENVIRONMENTAL STATUS:

The code amendments are exempt from environmental review pursuant to Section 15308 of Guidelines for the Implementation of the California Environmental Quality Act (CEQA).

ATTACHMENTS

Draft Resolution

ORDINANCE REVISIONS FOR SETBACKS FOR ACCESSORY STRUCTURES AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS

PLANNING COMMISSION PUBLIC HEARING

OCTOBER 21, 2021

ACCESSORY STRUCTURES IN RESIDENTIAL ZONES

2

OPTION 1:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. ~~structure, or~~ The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

OPTION 2:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory structure building, or between two (2) accessory structures buildings on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

OPTION 3:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings structures.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES 3

10-2 [and 5 for coastal].402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) Definitions.

(60) **“Deck”** shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) **“Patio”** shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) **“Porch”** shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

4

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, and fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

(CONT.)

5

(2) All residential zones.

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed balconies may project into any rear setback. That restriction would remain, see resolution.]

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed stairways may project into any rear setback. That restriction would remain, see resolution.]

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

[The subsection on the R-1A zone applicability is not in 10-5 since there are no R-1A zones in the coastal zone. This is reflected in the resolution.]

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

(CONT.)

6

c. Decks-Unenclosed decks, porches, and patios.

1. Side and rear setbacks. No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~
2. Front setback. Unenclosed decks and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Patios on finished grade may project into the required front setback up to half the required average setback, provided the remainder of the setback is landscaped with live plant material in compliance with the landscape regulations, RBMC 10-2 [or 5 for coastal]. 1900. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

[In 10-5, there is a requirement to meet stormwater management and discharge and a restriction for coastal bluff properties that no deck or patio may project on to the bluff face. Those restrictions would remain, see resolution.]

- d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.
- e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

[In 10-5, there is a restriction for coastal bluff properties that no pool or spa may project onto the bluff face. That restriction would remain, see resolution.]

BUILDING AND OTHER PROJECTIONS IN ALL ZONES (CONT.)

7

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.
2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

(CONT.)

8

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings.
2. **Side Setback.** Plumbing equipment may project up to one half the required distance into a required side yard setback.
3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.
4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

PROCEDURES AND RECOMMENDATION

9

Procedures

- a) Open Public Hearing;
- b) Take testimony from staff and interested parties;
- c) Close Public Hearing and deliberate; and
- d) Adopt a resolution by title only subject to the findings contained therein (including selecting an option for setbacks and any other revisions or final decisions made during deliberations):

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

Mr. Miller offered to provide the presentation made to City Council regarding the revised project so that approval of the extension can be done tonight.

Commissioner Hinsley stated he would be more comfortable continuing the Public Hearing.

Commissioner Gaddis restated the original motion.

Motion by Commissioner Gaddis, seconded by Commissioner Lamb, to continue the Public Hearing to the next regular meeting of the Planning Commission to provide the opportunity to obtain additional public comments, and make the revised draft plans and a list of the Conditions of Approval that have been met available to the public, on the City's website. The motion carried (4-3) with Commissioners Godek, Ung and Vice Chair Toporow, opposed.

The Planning Commission skipped to Item No. L.1 per approval of the agenda.

J.2. A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

RECOMMENDATION:

- 1. Open public hearing;**
- 2. Take testimony from staff and interested parties;**
- 3. Close public hearing and deliberate; and**
- 4. Adopt a resolution by title only subject to the findings contained therein:**

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

Motion by Commissioner Gaddis, seconded by Commissioner Ung, to open the Public Hearing. Motion carried unanimously, by roll call vote.

There were no members of the public present.

Community Development Director Brandy Forbes narrated a PowerPoint presentation regarding the proposed ordinance revisions; addressed accessory structures in residential zones and related options for consideration; discussed building and other projections in all zones; reviewed proposed revisions to the Municipal Code and listed procedures and recommendations.

Discussion followed regarding tool sheds (uninhabitable structures) under Option 2, habitable versus uninhabitable structures and related setback requirements, criteria for requiring a permit including whether the structure has an attached foundation, provisions for mechanical and plumbing equipment and appendages allowed in rear setbacks and setbacks between buildings.

In response to Commissioner Ung's question, Community Development Director Forbes discussed noise regulations, the availability of noise suppressors and placing limitations relative to levels of noise.

Community Development Director Forbes noted the lateness of the evening; acknowledged this is a lot of information to consider and suggested continuing to matter to the December meeting, if so desired.

Commissioner Hinsley declared his preference for Option 1; stated he opposes air conditioners in side setbacks but is open to mini splits; suggested placing a limit on things encroaching into side setbacks and commented on patios in front setbacks.

In response to Commissioner Lamb's question, Community Development Director Forbes addressed the procedure for reviewing and recommending approval by City Council.

There were no public or eComments on this item.

Motion by Commissioner Hinsley, seconded by Commissioner Gaddis, to continue the Public Hearing to the December regular meeting of the Planning Commission. The motion carried unanimously, by roll call vote.

K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

L. ITEMS FOR DISCUSSION PRIOR TO ACTION

L.1. FORMATION OF A SUBCOMMITTEE TO REVIEW THE ACCESSORY STRUCTURE CODE

Commissioner Hinsley spoke about forming a subcommittee that would tackle broader issues with accessory structures including issues related to Item No. J.2 but also, sizes, the maximum number of accessory structures, height considerations and others.

From: [johnny tyler](#)
To: [Planning Redondo](#)
Subject: Mechanical Equipment Setback Planning
Date: Wednesday, December 1, 2021 10:34:03 AM

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Good morning-

I hope all had a great Thanksgiving holiday

It has come to my attention that the Redondo Planning Commission is discussing potential changes to setbacks for equipment (AC, Pool pumps, etc). Given the number of people working from home indefinitely, AC units have become more essential to home life than pre Covid. Many of the existing homes were built without adequate or required space on the side of the house to install air conditioners. This may not have affected quality of life much when everyone was going into the office but it is now a MAJOR factor in quality of life during the summer months.

The major argument against equipment on the side of homes is noise pollution to the neighbor(s). Taking that into consideration, there are a couple areas of interest that should be considered further when determining new setback codes.

1) Equipment improvements. Air condition equipment in general is much less noisy than it was when these codes were first put in place. Also there are models built specifically to reduce noise. It is time to bring the codes in line with the technological improvements.

2) Noise Mitigation factors. There are multiple ways to mitigate noise pollution, each with varying degrees of noise containment. First, if the equipment is within a solid fence or wall then it certainly decreases the noise to the neighbor(s). Second is if the equipment is in a solid shed type structure built specifically for the equipment (more applicable to pool equipment than AC). In both of these instances the noise is contained to a certain degree therefore the equipment should be allowed to be closer to the property line than if left open. Last but not least, corner lots that have no neighbor on one side should be a completely different category as there is no immediate neighbor to pollute with noise. If you combine the corner lot with a wall or shed structure then the resident should be allowed to put equipment all the way to the property line as there is no neighbor and noise to the general public should be minimal. I believe there should be subcategories representing degrees of noise containment, each with appropriate setbacks:

- 1- open air equipment
- 2- fence/walled in
- 3- fixed shed type structure
- 4- end lots, non neighbor side of home

I implore you to take these factors into account when determining how to adjust the equipment setbacks. Not all situations are the same and there is room improve one resident's quality of life with little detriment to others.

Thank you for your consideration. Have a great and safe holiday season.

Johnny Tyler
633 Avenue A

From: [matthew](#)
To: [Planning Redondo](#)
Subject: Appeal to modify codes - allow slim line air conditioning equipment in side set backs
Date: Monday, September 6, 2021 2:42:15 PM



*ATTN: Email is from an external source; **Stop, Look, and Think** before opening attachments or links.*

Hello,

I am emailing to respectfully request a modification to code to allow slim-line air conditioning condensers in side setbacks.

I recently contracted to install air conditioning in my Redondo Beach condominium.

It's a two-unit property and I am the front unit, i.e. I'm closest to the road. The contractor evaluated the site and decided to install the condenser in my side set back. Given that the unit is a slim-line unit and much quieter than traditional condensers, this seemed like an ideal location. Plumbing from the AC unit to this spot was ideal because the attic space extends to the eastern wall just above where the condenser is currently located. The side set back is on the east side of the property where a narrow concrete path continues until a fence which separates the front yard from the back. This space is kind of useless. It is somewhat out of site, and surrounded by two fences (~6 foot of fence separating front from back, and the side block wall separating my property from my eastern neighbor).

Unfortunately the current codes require the condenser to be relocated. The alternative sites communicated by Redondo Beach Planning:

1. The western side of the house which is dominated by a narrow driveway.
2. My front balcony.

The driveway is not an option. It is too narrow to try to cram a condenser over there. It's hard enough maneuvering cars as it is.

The balcony seems feasible, however it's not desirable to place this extra weight on the balcony, nor is there a good path to route plumbing from the ac unit to the condenser. The contractor would probably have to punch a hole through the roof, or route plumbing into bedroom where it would be visible.

The spot they chose really is the best location given how my lot is built out. I don't believe safety an issue ... firefighters can still access the front and back via the driveway, and even if they need access to the eastern side with the condenser, the slim line design still allows for ~3 feet of clearance.

The unit is incredibly quiet; noise is not an issue.

Please take my request into consideration for the September 16 Planning Commission meeting. I will try to attend via zoom, but if not then this email will represent my interests.

Thank you very much!

Matthew Hegedus

2414 Gates Ave #A

Redondo Beach, CA 90278



From: [matthew](#)
To: [Lina Portolese](#); [Planning Redondo](#)
Subject: Re: Appeal to modify codes - allow slim line air conditioning equipment in side set backs
Date: Monday, October 18, 2021 5:18:03 PM

CAUTION: Email is from an external source; *Stop, Look, and Think* before opening attachments or links.

Apologies for the trickle of data...

The MFG #:
AULD60W2/A-D(U)

The unit's noise rating is:
58 dB

Reference:
<https://store.acpro.com/ac-pro-x-series-condenser-air-conditioning-42-000-60-000-btu-73234>

Thanks,
Matthew

On 10/18/21 5:09 PM, Lina Portolese wrote:

Hi Matthew,

Thank you. The photo and your written comment will be distributed to the Planning Commission for this Thursday's meeting.

Lina Portolese | Planning Analyst
Community Development | Planning Division
415 Diamond Street | Redondo Beach, CA 90277
310.318.0637 x 2496 | 310.372.8021 fax

Community Development
Planning Division

415 Diamond Street, P.O. Box 270
Redondo Beach, California 90277-0270
www.redondo.org

tel 310 318-0637
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**CITY OF REDONDO BEACH
NOTICE OF CONTINUED PUBLIC HEARING**

A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

NOTICE IS HEREBY GIVEN that on October 21, 2021 at 7:00 p.m., at a Regular Meeting of the Planning Commission of the City of Redondo Beach, California, said public hearing was opened and continued to Thursday December 16, 2021 at 7:00 p.m. Said continued public hearing will be held at 415 Diamond Street, Redondo Beach, California, in the Redondo Beach Council Chamber, via teleconference (virtual meeting).

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

Executed on October 22, 2021 at Redondo Beach, California.



Lina Portolese
Planning Analyst

Posted at Chamber: October 22, 2021

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

PLANNING COMMISSION MEETING December 16, 2021

J.1. A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

- Accessory building and accessory structure Zoning Code definitions

(3) **“Accessory building”** shall mean a detached building which is subordinate to the main building or structure on the same lot.

a. **Habitable accessory building.** A detached building any portion of which contains a living type space, including, but not limited to, bedrooms, playroom, office, rumpus room, bonus room, guest room, artist studio, pool house, or similar uses. Such buildings shall not include a kitchen or kitchen-related plumbing or cooking facilities.

b. **Nonhabitable accessory building.** A detached building limited exclusively to non-living spaces such as garage, storage area, workshop, or utility/laundry facilities.

(4) **“Accessory structure”** shall mean a structure which is subordinate to the main building or structure on the same lot. This classification includes accessory buildings.

(32) **“Building”** shall mean any structure with a roof supported by columns and/or walls securely affixed to the ground which building is designed and/or used for the shelter and enclosure of persons, animals, or property.

(166) **“Structure”** shall mean anything constructed or erected, an edifice or building of any kind, or any piece of work artificially built up or composed of parts jointed together in some definite manner which structure requires location on or in the ground or is attached to something having a location on or in the ground, including fences, walls, swimming and wading pools, and patios.

**Minutes Regular Meeting
Planning Commission
January 20, 2022**

**THIS VIRTUAL MEETING IS HELD PURSUANT TO CALIFORNIA ASSEMBLY
BILL 361 AND CITY COUNCIL ACTION**

A. CALL TO ORDER

A Virtual Meeting of the City of Redondo Beach Planning Commission was called to order by Chair Gaddis at 6:30 p.m.

B. ROLL CALL

Commissioners Present: Hazeltine, Godek, Behrendt, Boswell, Lamb, Hinsley, Chair Gaddis

Officials Present: Brandy Forbes, Community Development Director
Michael Webb, City Attorney
Sean Scully, Planning Manager
Ted Samaan, Public Works Director
Rob Osborne, Public Works Sr. Management Analyst
Maria Herrera, Planning Technician

C. SALUTE TO THE FLAG

Commissioner Boswell led in the Salute to the Flag.

D. APPROVE OF ORDER OF AGENDA

Chair Gaddis announced Items No. M1 and L1 will be advanced on the agenda to immediately follow Item No. H1.

Motion by Commissioner Lamb, seconded by Commissioner Hazeltine, to approve the order of the agenda, as amended, with Items No. M1 and L1 advanced to immediately follow Item No. H1. Motion carried unanimously, by roll call vote.

E. BLUE FOLDER ITEMS – ADDITIONAL BACK UP MATERIALS

Motion by Commissioner Hinsley, seconded by Commissioner Lamb, to receive and file Blue Folder Items. Motion carried, unanimously, by roll call vote.

F. CONSENT CALENDAR

There were no public comments or eComments on this item.

In response to Commissioner Hinsley's question, Community Development Director Forbes reported the minutes from the Planning Commission meeting of December 16, 2021, will be presented for approval at the next Planning Commission meeting due to the holiday, staffing shortages and corrections that need to be made.

Commissioner Hinsley referenced Item No. F.2 and requested distribution of the applicable matrix with the agenda packet, in the future.

F.1 Approve Affidavit of Posting for the Adjourned Regular Planning Commission Meeting of January 20, 2022

F.2 Receive and File Planning Commission Referrals to Staff Update of January 20, 2022 – no current update

Motion by Commissioner Hinsley, seconded by Commissioner Hazeltine, to approve the Consent Calendar, as presented. Motion carried unanimously, by roll call vote.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION NON-AGENDA ITEMS - None

H.1 Receive and File Written Communications for the Planning Commission on Non-Agenda Items

Planning Technician Herrera read eComments received for non-agenda items from:

Warren Chun with design suggestions for the Friendship Foundation Beach Cities Child Development Center.

Mark Nelson in support of Mr. Chun's comments and listing concerns regarding BCHD.

Manuel George a letter provided to the Planning Commission under Blue Folder Items.

Holly Osborne (via Zoom) urged the Planning Commission to sign a petition in opposition to SB 9.

Motion by Commissioner Hinsley, seconded by Commissioner Hazeltine, to receive and file written communications on non-agenda items. Motion carried unanimously, by roll call vote.

Items No. M1 and L1 were advanced to this point in the agenda.

I. EX PARTE COMMUNICATIONS – None

J. PUBLIC HEARINGS

J.1 A PUBLIC HEARING FOR CONSIDERATION OF AMENDMENTS TO THE REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10, CHAPTER 2 ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES (RBMC 10-2.1500 AND RBMC 10-5.1500) AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES (RBMC 10-2.1522 AND RBMC 10-5.1522) AND CONSIDERATION OF A CALIFORNINA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

RECOMMENDATION:

1. Open public hearing;
2. Take testimony from staff and interested parties;
3. Close public hearing and deliberate; and
4. Adopt a resolution by title only subject to the findings contained therein:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

Community Development Director Forbes narrated a PowerPoint presentation of the proposed amendments.

Motion by Commissioner Hinsley, seconded by Chair Gaddis, to receive and file staff's presentation. Motion carried unanimously, by roll call vote.

Discussion followed regarding windows, maintaining a minimum setback for Fire Department access, mechanical equipment screening, option preferences, keeping patios at 6 feet within the required setbacks, prohibiting air condition units in side setbacks, allowing mini splits in side setbacks, differences between the proposed options, distinctions between buildings and accessory structures, adding language requiring that a certain percentage of the existing back yard remain permeable, setting size limits based on FARs, expanding horizontal dimensions to include rear setbacks and the need to get direction regarding the proposed options, mechanical and plumbing.

Continued discussion pertained to the Commission's charge on this issue, the Commission's ability to discuss other applicable issues in the future, making allowances for existing homes to place mechanical equipment on side setbacks, requiring inclusion of mechanical equipment in new developments and remodels and allowing only mini splits in

side yard setbacks.

Community Development Director Forbes confirmed residents could apply for variances and spoke about residents having a path forward and knowing what is expected of them.

Discussion followed regarding the definitions of buildings and structures, including patios as structures, complaints about air conditioning units and prohibiting noisy, vibrating mechanical equipment on side setbacks.

Motion by Commissioner Hinsley, seconded by Chair Gaddis, to open the Public Hearing. Motion carried unanimously, by roll call vote.

There were no public comments on this item.

Motion by Commissioner Hinsley, seconded by Commissioner Lamb, to close the Public Hearing. Motion carried unanimously, by roll call vote.

Discussion followed regarding allowing plumbing equipment and mini splits on side or rear setbacks for retrofits, but not for new construction, patios, option preferences, proposed edits to the resolution and selection of Option 1.

Community Development Director Forbes reviewed changes to the resolution and noted the Commission's preference for Option 1.

Motion by Commissioner Hinsley, seconded by Commissioner Lamb, to adopt a resolution by title only subject to the findings contained therein and as amended: A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES. The motion carried by roll call vote, with Commissioner Behrendt, opposed.

K. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

L. ITEMS FOR DISCUSSION PRIOR TO ACTION

L.1. DISCUSSION OF ELEMENTS TO BE INCLUDED IN A TREE ORDINANCE

CONTACT: ROB OSBORNE, SENIOR MANAGEMENT ANALYST, PUBLIC WORKS

Chair Gaddis introduced Mara Lang and Laura MacMoran.

Public Works Director Ted Samaan introduced the item and deferred to staff for a

presentation.

Public Works Sr. Management Analyst Rob Osborne narrated a PowerPoint presentation of elements to be included in a Tree Ordinance.

Ms. Lang and Ms. MacMoran narrated a PowerPoint presentation of a Tree Ordinance proposal.

Discussion followed regarding the importance, value of and benefits of trees in fighting climate change, replacing instead of removing trees, the possibility of forming a forest or environmental commission/committee, heritage tree designations in private property setbacks, protecting trees during construction, requiring each homeowner to plant a tree in their parkway upon sale of the home, the need to educate the public, City Council's request to staff to develop an ordinance for consideration, the importance of protecting trees, concerns regarding regulating trees on private property, defining heritage trees, prohibiting the removal of parkway trees for driveway access, the list of approved City trees, staff recommendations, the State's landscaping ordinance, existing City policies relative to trees, the complaint-based system for Code Enforcement specific to private properties, maintenance requirements and costs for the various species and the importance of having diversity in the types of trees.

Discussion continued regarding fees and penalties, considering trees as the City's assets, requiring planting trees in new developments, whether the Coastal Commission has jurisdiction over trees in the Coastal Zone, the need to consider drought-tolerant trees/landscaping, the need for a tree canopy and shade, adding pollinators and native trees to the list of approved trees, not having more than a given percentage of any one species, avoiding invasive species such as palm trees and date palms, the City's due process in handling nuisance trees, including consideration of trees on private properties in the ordinance, keeping trees from being removed, unnecessarily, the possibility of implementing a permit process for removing trees and the possibility of lowering the threshold for triggering a requirement for improvements in the public right-of-way.

Chair Gaddis invited public comments.

Amir Dori thanked the Planning Commission for its consideration and spoke about existing guidelines for tree removals, specific requirements and inspections.

Julie Tran, on behalf of the South Bay Association of Realtors, expressed concerns about the proposed ordinance, noting it violates private property rights; believed the Commission and City Council should avoid any restrictions upon point of sale in any property sale; suggested implementing an incentive program to encourage property owners to plant trees; pointed out that Torrance and Lomita are current Tree Cities, USA and do not have restrictions placed upon private property owners; listed criteria for becoming a Tree City, USA and urged the Planning Commission to uphold staff's recommendations and maintain the current practice and not implement restrictions regarding the management of trees on private property.

Mark Lomeli, representing the Apartment Association of Greater Los Angeles, urged the Planning Commission to reject all provisions in the proposed ordinance related to private property and referenced a letter submitted by the association.

Ali Madani spoke about the existing process for removing/planting trees and noted there are restrictions already in place.

Planning Technician Herrera read and eComments received for this item from:

Mark Nelson opposed regulation of trees on private property unless they are at the time of initial development.

Chair Gaddis thanked Ms. Lang and Ms. MacMoran for their work in bringing this item, forward.

Motion by Commissioner Lamb, seconded by Chair Gaddis, to recommend that City Council pursue a Tree Ordinance including the Elements 1, 2 and 4 as listed in the Administrative Report and with additional discussion of Element 3.

Substitute Motion by Commissioner Behrendt, to accept staff recommendations relative to Elements 1-4 as listed in the Administrative Report. The substitute motion died for lack of a second.

The original motion carried, by roll call vote, with Commissioner Behrendt, opposed.

Discussion followed regarding legal issues relative to private property rights.

Motion by Commissioner Hinsley, seconded by Commissioner Lamb, to recommend that City Council pursue a Tree Ordinance including prohibiting removal of existing heritage trees in front yard setbacks of private property and that further discussion is needed relative to Element 3 in the Administrative Report.

Commissioner Boswell offered an amendment to prohibit removal of existing heritage trees on private property.

Commissioner Hinsley did not accept the amendment noting he would limit the prohibition only to the front setback.

Commissioner Godek spoke about maintaining a high bar for heritage trees, regardless of where the tree is located on the property.

Substitute Motion by Commissioner Boswell, seconded by Commissioner Hazeltine, to recommend that City Council pursue a Tree Ordinance including prohibiting removal of existing heritage trees on private property (Element 3, as presented). The Substitute Motion carried, by roll call vote, with Commissioners Behrendt, Hinsley and Lamb, opposed.

Recess/Reconvene

Motion by Commissioner Hinsley, seconded by Chair Gaddis, to recess the meeting at 10:30 p.m. The motion carried, unanimously.

The meeting reconvened at 10:40 p.m., with all Commissioners, present.

The Commission returned to Item No. I on the agenda.

L.2. DISCUSSION AND POSSIBLE ACTION REGARDING A LETTER FROM THE PLANNING COMMISSION TO THE CITY COUNCIL RECOMMENDING OUTDOOR LIVING SPACE CODE AMENDMENTS IN RESIDENTIAL ZONES

Chair Gaddis invited public comments.

Manuel George spoke in favor of continuing the item to the next Commission meeting.

Planning Technician Herrera read an eComment from Mark Nelson asking the Planning Commission to keep existing requirements, in place.

There were no other public comments.

Motion by Commissioner Lamb, seconded by Commissioner Hazeltine, to continue this item to the next regularly scheduled Planning Commission meeting. The motion carried, unanimously, by roll call vote.

M. ITEMS FROM STAFF

Community Development Director Forbes reported there may be a special meeting scheduled for the Planning Commission to discuss the Cannabis Ordinance and other projects.

M.1. PRESENTATION ON THE BROWN ACT BY CITY ATTORNEY

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

City Attorney Michael Webb narrated a PowerPoint presentation regarding the Ralph M. Brown Act.

In reply to Community Development Director Forbes's question, City Attorney Webb offered to have one-on-one conversations with Members of the Commission regarding speaking with applicants or City Council Members prior to public hearings and giving a presentation on quasi-judicial roles to the Commission, in the future.

In response to Commissioner Lamb's question, City Attorney Webb discussed application

of the Brown Act to any item on an agenda; addressed types of violations of the Brown Act and talked about Ex Parte Communications.

In answer to Chair Gaddis's question, City Attorney Webb noted the Brown Act applies to everything and Ex Parte applies only to quasi-judicial hearings.

Discussion followed regarding non-agenda items.

There were no public comments on this item.

The Commission considered Item No. L1 at this time.

N. COMMISSION ITEMS AND REFERRALS TO STAFF

Commissioner Lamb requested a list of upcoming items to be reviewed by the Planning Commission, if possible.

Commissioner Hinsley asked about the Friendship Foundation matter and referenced the City Attorney's presentation on the Brown Act.

Motion by Commissioner Hinsley, seconded by Commissioner Lamb, to agendize a presentation on quasi-judicial Ex Parte requirements by the April Planning Commission meeting. The motion carried, unanimously, without opposition.

O. ADJOURNMENT

There being no further business to come before the Commission, Commissioner Hinsley motioned, seconded by Commissioner Godek, to adjourn at 1:19 a.m. on January 21, 2022, to a Planning Commission meeting on Thursday, February 17, 2022, at 6:30 p.m. Motion carried unanimously, without opposition.

Respectfully submitted,

Brandy Forbes
Community Development Director

ORDINANCE REVISIONS FOR SETBACKS FOR ACCESSORY STRUCTURES AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS

PLANNING COMMISSION PUBLIC HEARING

JANUARY 20, 2022

ACCESSORY STRUCTURES IN RESIDENTIAL ZONES

2

CURRENT CODE:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

ACCESSORY STRUCTURES IN RESIDENTIAL ZONES

3

OPTION 1:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings and structures.** The minimum distance between a dwelling unit and an accessory building on the same site shall be five (5) feet. structure, or The minimum distance between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

OPTION 2:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings.** The minimum distance between a dwelling unit and an accessory ~~structure~~ building, or between two (2) accessory ~~structures~~ buildings on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

OPTION 3:

10-2 [and 5 for coastal].1500 Accessory structures in residential zones.

(a) **Setbacks between buildings structures.** The minimum distance between a dwelling unit and an accessory structure, or between two (2) accessory structures on the same site shall be five (5) feet. This subsection shall not be applicable to the R-MHP mobile home park zone.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

4

10-2 [and 5 for coastal].402 Definitions.

For the purposes of this chapter, certain words and terms used in this chapter are construed and defined as follows:

(a) **Definitions.**

(60) “**Deck**” shall mean a platform other than a balcony, either freestanding or attached to a building, without a roof, that is supported by pillars, posts, or walls.

a. “Deck, unenclosed” shall mean a deck open to the sky and not fully enclosed on more than two (2) sides.

(XX) “Patio” shall mean a flat outdoor space constructed at or near grade level, consisting of natural or man-made material, typically of stone or concrete, and not fully enclosed. Patios are open to the sky, however, a patio cover for shade protection may be permitted as an architectural feature as regulated in this Section.

(XX) “Porch” shall mean a deck with a roof, with screens for walls or otherwise open, and not fully enclosed on more than two (2) sides.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES

5

10-2 [and 5 for coastal].1522 Building and other projections in all zones.

(a) **Projections into required setbacks.** The following projections may be permitted into required setbacks and setbacks between buildings:

(1) **All zones.**

a. **Architectural features.** Cornices, eaves, belt courses, sills, ~~water heaters,~~ cantilevered bay windows not containing any floor area, awnings affixed to the building facade, ~~and~~ fireplace chimneys, or any other ~~similar~~ architectural feature deemed as similar by the Community Development Director may project into a required side setback one-half the distance of the required side setback, or thirty (30) inches, whichever is less, and may project into a required front or rear setback, or into the required setback between buildings no more than thirty (30) inches.

b. **Windows.** Windows and other openings in buildings must maintain a thirty-six (36) inch to sixty (60) inch setback from the property line in accordance with Building Code.

c.a. **Basement light wells.** Basement light wells projecting into a required setback must maintain at least a thirty-six (36) inch setback from the property line.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES (CONT.)

(2) All residential zones.

a. **Unenclosed balconies.** Unenclosed balconies may project a five (5) foot maximum distance into any front, side, or rear setback or required space between buildings, provided they are removed a minimum horizontal distance of twelve (12) feet from the front property line, ten (10) feet from the rear property line, five (5) feet from the side property line, and ten (10) feet from any accessory building. Railings or walls of that portion of balconies which project into required setbacks or setbacks between buildings shall not extend more than forty-two (42) inches from the floor level of the balcony.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed balconies may project into any rear setback. That restriction would remain, see resolution.]

b. **Unenclosed stairways.** Unenclosed stairways and landing places shall be allowed to project into any required setback a maximum distance of six (6) feet but not closer than thirty (30) inches from any property line; provided, however, no unenclosed stairway or landing shall be allowed to encroach into any required setback area where such stairway provides access above the first story of any structure.

[In 10-5, there is a restriction for coastal bluff properties that no unenclosed stairways may project into any rear setback. That restriction would remain, see resolution.]

1. **R-1A zone.** Notwithstanding the above, in the R-1A zone, unenclosed stairways on twenty-five (25) foot wide lots may extend to the side property line provided the maximum height of the landing shall not exceed six (6) feet above the finished or existing grade of the lot, and provided stairways return to grade on the opposite side to permit pedestrian access to the rear portion of the lot.

[The subsection on the R-1A zone applicability is not in 10-5 since there are no R-1A zones in the coastal zone. This is reflected in the resolution.]

BUILDING AND OTHER PROJECTIONS IN ALL ZONES (CONT.)

7

c. ~~Decks~~ **Unenclosed decks, porches, and patios.**

1. **Side and rear setbacks.** No side or rear setback is required for uncovered decks and patios not more than thirty (30) inches in height above existing grade. ~~Decks and patios~~
2. **Front setback.** Unenclosed decks and porches not more than thirty (30) inches in height above existing grade may project a maximum distance of six (6) feet into the required front setback. Patios on finished grade may project into the required front setback up to half the required average setback, provided the remainder of the setback is landscaped with live plant material in compliance with the landscape regulations, RBMC 10-2 [or 5 for coastal].1900. Notwithstanding anything in this title to the contrary, a safety railing shall be permitted as necessary to meet the minimum requirements under the Uniform Building Code.

[In 10-5, there is a requirement to meet stormwater management and discharge and a restriction for coastal bluff properties that no deck or patio may project on to the bluff face. Those restrictions would remain, see resolution.]

d. **Flagpoles.** Flagpoles may encroach into any setback provided that the height of the zone in which it is located is not exceeded.

e. **Pools and spas.** Pools and spas, above and below ground, may encroach any distance into a required side setback, rear setback, and/or setback between buildings. Mechanical equipment for pools and spas may encroach any distance into a required rear setback or setback between buildings. No pool, spa, and/or associated mechanical equipment shall encroach into a required front setback.

[In 10-5, there is a restriction for coastal bluff properties that no pool or spa may project onto the bluff face. That restriction would remain, see resolution.]

BUILDING AND OTHER PROJECTIONS IN ALL ZONES (CONT.)

f. **Other architectural features and structures.** Arbors, architectural archways, bowers, pergolas, patio covers, lampposts, and other architectural features or structures deemed as similar by the Community Development Director, may project into any required setback subject to Administrative Design Review (Section 10-2.2500), provided the following standards are not exceeded:

1. **Height.** No lamppost, arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required setback shall exceed a height of ~~nine (9)~~ ten (10) feet.

2. **Horizontal dimensions.** No arbor, architectural archway, bower, pergola, patio cover, or similar structure located within an otherwise required front setback shall exceed a length of six (6) feet parallel to any street frontage with a maximum total projected roof area of thirty (30) square feet.

BUILDING AND OTHER PROJECTIONS IN ALL ZONES (CONT.)

g. **Mechanical and Plumbing Equipment.** For the purpose of this section, air conditioners and ventilation fans are considered mechanical equipment; whereas, water heaters, tankless water heaters, and water softeners are considered plumbing equipment. Mechanical equipment, plumbing equipment, and other equipment deemed as similar by the Community Development Director, may project into required setbacks subject to Administrative Design Review (Section 10-2.2500) as follows:

1. **Rear setback and setback between buildings.** Mechanical equipment and plumbing equipment may project into a required rear setback or required setback between buildings.

2. **Side Setback.** Plumbing equipment may project up to one half the required distance into a required side yard setback.

3. **Noise.** Mechanical equipment and plumbing equipment within the required setbacks shall comply with and have manufacturer ratings to meet the RBMC 4-24 Noise Regulations.

4. **Screening.** Mechanical and plumbing equipment within the required setbacks shall be screened from public view.

PROCEDURES AND RECOMMENDATION

10

Procedures

- a) Continue Public Hearing;
- b) Take testimony from staff and interested parties, accepting staff presentation into record;
- c) Close Public Hearing and deliberate; and
- d) Adopt a resolution by title only subject to the findings contained therein (including selecting an option for setbacks and any other revisions or final decisions made during deliberations):

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL ADOPT ORDINANCES AMENDING TITLE 10, CHAPTER 2, ZONING AND LAND USE AND TITLE 10, CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS OF ACCESSORY STRUCTURES IN RESIDENTIAL ZONES AND BUILDING AND OTHER PROJECTIONS IN ALL ZONES



City of Redondo Beach

NOTICE OF PUBLIC HEARING BEFORE THE CITY COUNCIL

NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE CITY COUNCIL OF THE CITY OF REDONDO BEACH ON THE FOLLOWING MATTER. ANY AND ALL INTERESTED PERSONS MAY APPEAR AND BE HEARD.

SUBJECT OF THE HEARING: Public hearing for introduction of ordinances to amend the Redondo Beach Municipal Code (RBMC) Title 10, Chapter 2 (Zoning Ordinance) and Title 10, Chapter 5 (Coastal Land Use Plan Implementing Ordinance) pertaining to setbacks of accessory structures in residential zones (RBMC 10-2.1500 and RBMC 10-5.1500) including accessory buildings and dwelling units, and other projections in all zones (RBMC 10-2.1522 and RBMC 10-5.1522).

The City Council will also consider adoption of findings/exemptions under the California Environment Quality Act (CEQA), including but not limited to findings that said additional regulations and/or amendments of existing regulations are not subject to CEQA pursuant to Sections 15060(c)(2), 15060(c)(3), and 15061(b)(3) of the CEQA Guidelines, and that the code amendments are not a "project" subject to Section 15378(b)(5).

The City Council will also consider adoption of a resolution authorizing the transmittal of the amendments to the California Coastal Commission for certification of any amendments affecting the Coastal Zone.

PUBLIC HEARING: The public hearing on this matter will take place before the City Council on **Tuesday, June 14th, 2022 at 6:00 p.m.**, or as soon thereafter as possible, in the Redondo Beach City Council Chamber, 415 Diamond Street, Redondo Beach, California, or for public participation by Virtual Meeting. The meeting will also be livestreamed on the City's website at www.redondo.org/RBTV, YouTube at <https://www.youtube.com/c/CityofRedondoBeachIT>, and broadcast live through Spectrum Channel 8 and Frontier Communications Channel 41. Members of the public may participate during the meeting as outlined below.

PUBLIC COMMENT: There will be three options for public testimony during the meeting:

1. In person oral testimony can be provided by attending the meeting in the City of Redondo Beach City Council Chamber at the address noted above.
2. Interested persons may submit a written eComment through the City's agenda webpage at <https://redondo.legistar.com/Calendar.aspx>. Specific instructions for eComment will be provided on the agenda cover page when it is released at least 72 hours prior to the meeting. eComments may be read out loud by City staff during the public hearing and are limited to 3 minutes in length (up to 2200 characters). Only one eComment per person.
3. Oral public testimony can be provided live by joining the virtual Zoom meeting by computer or phone-in. Registration is required. The registration link will be provided on the agenda coversheet when it is released at least 72 hours prior to the meeting.

A person may either comment live or submit an eComment, but cannot do both.

For those that cannot participate during the public hearing, written comments for the City Council on this matter may be submitted by email to PlanningRedondo@redondo.org. Written comments will be accepted up to 3:00 p.m. the day of the public hearing, June 14, 2022, to allow time for distribution to the City Council as a Blue Folder item.

ADDITIONAL INFORMATION: Questions related to this matter may be submitted by email to PlanningRedondo@redondo.org. A staff member will provide assistance. To discuss the matter in person at the counter, an appointment is required and can be requested by sending an email to the address noted above.

The agenda packet with the administrative report and materials related to this matter will be available for review at least 72 hours prior to the meeting, pursuant to State Law and local ordinance, on the City of Redondo Beach website <https://redondo.legistar.com/Calendar.aspx>. Select the June 14, 2022 City Council meeting.

The draft amendments are also provided for review to the California Coastal Commission South Coast Area Office consistent with Title 14, Cal. Code Regs. Section 13515.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

CITY OF REDONDO BEACH, CALIFORNIA

Eleanor Manzano

City Clerk of the City of Redondo Beach

Easy Reader Inc/Redondo Beach News/June 2, 2022RD22-035

BLUE FOLDER ITEM

Blue folder items are additional back up material to administrative reports and/or public comments received after the printing and distribution of the agenda packet for receive and file.

CITY COUNCIL MEETING

June 14, 2022

- L.2.** PUBLIC HEARING FOR INTRODUCTION AND FIRST READING OF ORDINANCES AMENDING REDONDO BEACH MUNICIPAL CODE (RBMC) TITLE 10 CHAPTER 2 ZONING AND LAND USE AND TITLE 10 CHAPTER 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE PERTAINING TO SETBACKS FOR ACCESSORY STRUCTURES IN RESIDENTIAL ZONES, INCLUDING ACCESSORY BUILDINGS AND DWELLING UNITS, AND STANDARDS FOR BUILDING AND OTHER PROJECTIONS IN ALL ZONES AND CONSIDERATION OF A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EXEMPTION FOR THE PROPOSED AMENDMENTS IN ACCORDANCE WITH SECTION 15308 OF THE CEQA GUIDELINES

CONTACT: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

- Written Public Comment

From: Douglas and Elaine
Sent: Tuesday, June 14, 2022 12:51 PM
To: Brandy Forbes <Brandy.Forbes@redondo.org>
Cc: Sean Scully <Sean.Scully@redondo.org>
Subject: Revisions to Inland Ordinances

CAUTION: Email is from an external source; Stop, Look, and Think before opening attachments or links.

Hi Brandy,

It was suggested to me by Sean Scully in Planning, during a lengthy conversation this morning that I contact you concerning certain types of plumbing equipment that should be prohibited from being installed into residential side setbacks.

In the proposed Revision to Inland Ordinances on Accessory Setbacks and Encroachments which will undergo its first reading this evening, I urgently request of you and the City Council Members to consider removing the listed plumbing equipment; tankless water heaters and water softeners from being installed in residential side setbacks, nor be allowed to be vented into the side setback. Also, the prohibition of garage installed whole house vacuum cannisters that are vented to side setbacks should be included.

These types of plumbing equipment can and do produce disruptive noise. We have twenty cumulative years of experiencing these kinds of annoying noises and disruptions to the peace and quiet enjoyment of our home and then having to endure and expend great effort to have this kind of equipment be removed by Code Enforcement.

I will be speaking to the Council this evening asking that tankless water heaters and water softeners not be allowed in residential side setbacks and to prohibit the venting of garage installed whole house vacuum cannisters into the side setback.

If these kinds of plumbing equipment are allowed in residential side setbacks and noise from garage installed mechanical units are allowed to be vented into residential side setbacks, the disruptive noise which is harmful to people and diminishes our quality of life along with lowering property values will all be incalculable and is completely unnecessary as there are viable alternatives to which I will mention to the Council.

Thank you,

Douglas Sieker



Administrative Report

N.1., File # 22-4261

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF A THIRD EXTENSION TO THE EMERGENCY COASTAL DEVELOPMENT PERMIT ISSUED FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE THIRD EXTENSION OF THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

EXECUTIVE SUMMARY

The Community Development Department received an application from the Los Angeles County Department of Beaches and Harbors (DBH) for a third extension of the Emergency Coastal Development Permit temporarily closing the beach access ramp at Esplanade and Avenue A. The emergency closure is needed to temporarily address public safety concerns associated with the ramp's degraded condition.

The Community Development Director issued the original emergency permit on November 30, 2021 for a period of 60 days, subject to Redondo Beach Municipal Code (RBMC) Section 10-5.2228. The Code allows the Director to approve extensions to the permit if a subsequent application is filed. The Municipal Code requires that the Community Development Director provide a written and verbal report on the action to the City Council at the next City Council meeting.

BACKGROUND

In November 2021, The Los Angeles County Department of Beaches and Harbors (DBH) submitted an application to the Planning Division of the City's Community Development Department for an Emergency Coastal Development Permit to temporarily close the beach access ramp at Esplanade and Avenue A due to public safety concerns. The County completed an engineering study that found the existing path, railing, landings, and wall that compose the ramp to be in very poor condition. The study recommended closure of the ramp to protect public safety. Based on the engineering report, the County submitted an application to the City for an Emergency Coastal Development Permit for temporary closure of the ramp, which impacts beach access at the location.

Subject to RBMC Section 10-5.2228 Emergency Coastal Development Permit, the Community Development Director may grant an emergency permit if an emergency exists that requires action more quickly than permitted by the procedures for a traditional Coastal Development Permit.

Although this action will temporarily affect beach access at this location, it is needed to protect public safety. The emergency permit may be granted for up to 60 days, and requires that the applicant submit for a full Coastal Development Permit for the corrective work which is expected to take over a year to complete.

The Community Development Director issued the emergency permit on November 30, 2021 for a period of 60 days as allowed by code. A public notice of the emergency permit issuance was posted at the location, and a report was made to the City Council on December 7, 2021. The emergency permit would have expired on January 28, 2022, if not extended.

Since the initial 60-day period, DBH has submitted applications for two extensions, as allowed by the Coastal Land Use Plan Implementing Ordinance, RBMC Section 10-5.2228. During the extended time, engineering consultant work was initiated on the scope and design of the repair project, and DBH began analyzing project costs and funding. The second extension was set to expire May 27, 2022.

On May 26, 2022, DBH submitted an application to the City for a third 60-day extension to the emergency closure permit to allow time to complete additional engineering design work and appropriate funding. DBH has obtained a cost estimate of \$2.5 million for the project. DBH is seeking approval to utilize \$2.5 million of the Department's operating budget to complete the capital project.

Per the Emergency Coastal Development Permit procedures, Section 10-5.2228(a)(7) of the Redondo Beach Municipal Code, "The Community Development Director shall report in writing and orally, the granting of an Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director." The report is to include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. This Administrative Report serves as that notice.

COORDINATION

The issuance of the extension to the Emergency Coastal Development Permit falls under the authority of the Community Development Director, per RBMC Section 10-5.2228(a).

FISCAL IMPACT

The processing of Coastal Development Permit applications is part of the Community Development Department's annual budget and work plan.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

3rd Extension to Emergency Coastal Development Permit

2nd Extension to Emergency Coastal Development Permit

1st Extension to Emergency Coastal Development Permit

Emergency Coastal Development Permit

Public Notice of 3rd Extension of Emergency Coastal Development Permit

Application for 3rd extension to Emergency Coastal Development Permit

City Council Administrative Report April 12, 2022 2nd Extension

City Council Administrative Report February 8, 2022 1st Extension

City Council Administrative Report December 7, 2021 Original Emergency Permit

RBMC Section 10-5.2228



Administrative Report

N.1., File # 22-4261

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S APPROVAL OF A THIRD EXTENSION TO THE EMERGENCY COASTAL DEVELOPMENT PERMIT ISSUED FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE THIRD EXTENSION OF THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

EXECUTIVE SUMMARY

The Community Development Department received an application from the Los Angeles County Department of Beaches and Harbors (DBH) for a third extension of the Emergency Coastal Development Permit temporarily closing the beach access ramp at Esplanade and Avenue A. The emergency closure is needed to temporarily address public safety concerns associated with the ramp's degraded condition.

The Community Development Director issued the original emergency permit on November 30, 2021 for a period of 60 days, subject to Redondo Beach Municipal Code (RBMC) Section 10-5.2228. The Code allows the Director to approve extensions to the permit if a subsequent application is filed. The Municipal Code requires that the Community Development Director provide a written and verbal report on the action to the City Council at the next City Council meeting.

BACKGROUND

In November 2021, The Los Angeles County Department of Beaches and Harbors (DBH) submitted an application to the Planning Division of the City's Community Development Department for an Emergency Coastal Development Permit to temporarily close the beach access ramp at Esplanade and Avenue A due to public safety concerns. The County completed an engineering study that found the existing path, railing, landings, and wall that compose the ramp to be in very poor condition. The study recommended closure of the ramp to protect public safety. Based on the engineering report, the County submitted an application to the City for an Emergency Coastal Development Permit for temporary closure of the ramp, which impacts beach access at the location.

Subject to RBMC Section 10-5.2228 Emergency Coastal Development Permit, the Community Development Director may grant an emergency permit if an emergency exists that requires action more quickly than permitted by the procedures for a traditional Coastal Development Permit.

Although this action will temporarily affect beach access at this location, it is needed to protect public safety. The emergency permit may be granted for up to 60 days, and requires that the applicant submit for a full Coastal Development Permit for the corrective work which is expected to take over a year to complete.

The Community Development Director issued the emergency permit on November 30, 2021 for a period of 60 days as allowed by code. A public notice of the emergency permit issuance was posted at the location, and a report was made to the City Council on December 7, 2021. The emergency permit would have expired on January 28, 2022, if not extended.

Since the initial 60-day period, DBH has submitted applications for two extensions, as allowed by the Coastal Land Use Plan Implementing Ordinance, RBMC Section 10-5.2228. During the extended time, engineering consultant work was initiated on the scope and design of the repair project, and DBH began analyzing project costs and funding. The second extension was set to expire May 27, 2022.

On May 26, 2022, DBH submitted an application to the City for a third 60-day extension to the emergency closure permit to allow time to complete additional engineering design work and appropriate funding. DBH has obtained a cost estimate of \$2.5 million for the project. DBH is seeking approval to utilize \$2.5 million of the Department's operating budget to complete the capital project.

Per the Emergency Coastal Development Permit procedures, Section 10-5.2228(a)(7) of the Redondo Beach Municipal Code, "The Community Development Director shall report in writing and orally, the granting of an Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director." The report is to include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. This Administrative Report serves as that notice.

COORDINATION

The issuance of the extension to the Emergency Coastal Development Permit falls under the authority of the Community Development Director, per RBMC Section 10-5.2228(a).

FISCAL IMPACT

The processing of Coastal Development Permit applications is part of the Community Development Department's annual budget and work plan.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

3rd Extension to Emergency Coastal Development Permit

2nd Extension to Emergency Coastal Development Permit

1st Extension to Emergency Coastal Development Permit

Emergency Coastal Development Permit

Public Notice of 3rd Extension of Emergency Coastal Development Permit

Application for 3rd extension to Emergency Coastal Development Permit

City Council Administrative Report April 12, 2022 2nd Extension
City Council Administrative Report February 8, 2022 1st Extension
City Council Administrative Report December 7, 2021 Original Emergency Permit
RBMC Section 10-5.2228



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

May 27, 2022

EMERGENCY COASTAL DEVELOPMENT PERMIT

Please note the following City of Redondo Beach action on an extension to an emergency coastal permit was rendered on May 27, 2022 by the Redondo Beach Community Development Director.

Coastal Development Permit No.: **CDP-2021-12**

Applicant: County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Applicant's Representative: Porsche White
County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Location: **Esplanade at Avenue A, Redondo Beach**

Original Date of Permit Issuance: November 30, 2021

Original Permit Expiration Date: January 28, 2022 (60 days)

Extension Expiration Date: March 29, 2022 (60 days)

2nd Extension Expiration Date: May 27, 2022 (60 days)

3rd Extension Expiration Date: July 25, 2022 (60 days)

Description of Request/Nature of Emergency:

The County of Los Angeles Department of Beaches and Harbors (DBH) requests the emergency closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade. The County recently completed an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.

The Avenue A beach access ramp extends 267 feet from the upper level at the western terminus of Avenue A to the beach level and exits adjacent to the beach bike path. The elevation of the upper landing is approximately 70 feet, and the elevation of the lower landing is approximately 14 feet, with a bluff height of 56 feet. The width of the concrete access path is 4.5 feet with 4 feet clearance between the railing post and the CMU wall. A 34" high, by 2" diameter anodized aluminum railing extends the length of the access path on the west, or downhill side. A concrete masonry unit (CMU) retaining wall extends the length of the access path. The CMU wall is constructed of 4" x 6" x 12" open cell block, grouted with #4 vertical rebar at 12" on-center. The height of the wall varies from 36" to 60". Please see the attached parcel profile reports for legal descriptions of the property.

DBH has begun the preparation of construction drawings for the repair project, and requests an additional extension of the emergency permit to allow further time for development of the plans and to secure project funding through the County's annual budget process.

Cause of the Emergency:

Deterioration of access ramp, creating a public safety hazard. Extension is granted for additional time to prepare the construction drawings that will be submitted with a full Coastal Development Permit application.

Remedial, protective, or preventative work required to deal with the emergency:

The emergency condition requires that the access ramp be temporarily closed for public safety, which will temporarily affect public access to the beach at this location.

Los Angeles County Department of Beaches and Harbors will apply for a Coastal Development Permit to repair the damaged ramp.

Findings:

The Community Development Director hereby finds as follows:

1. An emergency exists within an area of the Coastal Zone, as defined in Section 10-5.2204 of the Redondo Beach Municipal Code.
2. The emergency requires action more quickly than allowed by the procedures for obtaining a Coastal Development Permit. A formal application for a Coastal Development Permit shall be submitted for repair work.
3. Notice of issuance of this Emergency Coastal Development Permit will be posted at the location on May 27, 2022.
4. Public comment on the emergency action will be reviewed, to the extent possible in the time available.
5. The action proposed is consistent with the requirements of the Certified Local Coastal Program. Although the request will temporarily reduce public access to the beach at the location, the action is necessary to ensure public safety.
6. The action proposed is the minimum necessary to address the emergency and, to the maximum extent feasible, is the least environmentally damaging temporary alternative for addressing the emergency.

Emergency Permit Extension Conditions:

1. The applicant is hereby authorized to temporarily close the access ramp located on Esplanade at Avenue A.

2. Within sixty (60) days of the issuance of this extension, or subsequent extension thereof, to an Emergency Coastal Development Permit, an application for a regular Coastal Development Permit shall be submitted to and properly filed with the City of Redondo Beach Planning Division.
3. Any development or structures constructed pursuant to this Emergency Coastal Development Permit shall be considered temporary until authorized by a follow-up regular Coastal Development Permit and that issuance of this Emergency Coastal Development Permit shall not constitute an entitlement to the erection of permanent development or structures.
4. Any installations authorized in this Emergency Coastal Development Permit must be removed unless a complete application for a regular Coastal Development Permit is filed within sixty (60) days of approval of this extension to an Emergency Permit and said regular permit is approved. If a regular Coastal Development Permit authorizing permanent retention of the development is denied, then the development that was authorized in the Emergency Permit, or the denied portion of the development, must be removed. Such removal, however, shall be pursuant to a separate permit.
5. This additional extension to an Emergency Coastal Development Permit shall be valid for sixty (60) days from the date of previous expiration, unless extended by submittal of a follow up application. Within sixty (60) days of issuance of an extension to the Emergency Permit, the permittee must submit a follow-up regular Coastal Development Permit application for the development even if only to remove the development undertaken pursuant to the Emergency Permit and restore the site to its previous condition.

Issued By:



Brandy Forbes, AICP
Community Development Director



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

April 7, 2022

EMERGENCY COASTAL DEVELOPMENT PERMIT

Please note the following City of Redondo Beach action on an extension to an emergency coastal permit was rendered on April 1, 2022 by the Redondo Beach Community Development Director.

Coastal Development Permit No.: **CDP-2021-12**

Applicant: County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Applicant's Representative: Porsche White
County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Location: **Esplanade at Avenue A, Redondo Beach**

Original Date of Permit Issuance: November 30, 2021

Original Permit Expiration Date: January 28, 2022 (60 days)

Extension Expiration Date: March 29, 2022 (60 days)

2nd Extension Expiration Date: May 27, 2022 (60 days)

Description of Request/Nature of Emergency:

The County of Los Angeles Department of Beaches and Harbors (DBH) requests the emergency closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade. The County recently completed an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.

The Avenue A beach access ramp extends 267 feet from the upper level at the western terminus of Avenue A to the beach level and exits adjacent to the beach bike path. The elevation of the upper landing is approximately 70 feet, and the elevation of the lower landing is approximately 14 feet, with a bluff height of 56 feet. The width of the concrete access path is 4.5 feet with 4 feet clearance between the railing post and the CMU wall. A 34" high, by 2" diameter anodized aluminum railing extends the length of the access path on the west, or downhill side. A concrete masonry unit (CMU) retaining wall extends the length of the access path. The CMU wall is constructed of 4" x 6" x 12" open cell block, grouted with #4 vertical rebar at 12" on-center. The height of the wall varies from 36" to 60". Please see the attached parcel profile reports for legal descriptions of the property.

DBH has begun the preparation of construction drawings for the repair project, and requests an additional extension of the emergency permit to allow further time for development of the plans and to secure project funding through the County's annual budget process.

Cause of the Emergency:

Deterioration of access ramp, creating a public safety hazard. Extension is granted for additional time to prepare the construction drawings that will be submitted with a full Coastal Development Permit application.

Remedial, protective, or preventative work required to deal with the emergency:

The emergency condition requires that the access ramp be temporarily closed for public safety, which will temporarily affect public access to the beach at this location.

Los Angeles County Department of Beaches and Harbors will apply for a Coastal Development Permit to repair the damaged ramp.

Findings:

The Community Development Director hereby finds as follows:

1. An emergency exists within an area of the Coastal Zone, as defined in Section 10-5.2204 of the Redondo Beach Municipal Code.
2. The emergency requires action more quickly than allowed by the procedures for obtaining a Coastal Development Permit. A formal application for a Coastal Development Permit shall be submitted for repair work.
3. Notice of issuance of this Emergency Coastal Development Permit will be posted at the location on April 7, 2022.
4. Public comment on the emergency action will be reviewed, to the extent possible in the time available.
5. The action proposed is consistent with the requirements of the Certified Local Coastal Program. Although the request will temporarily reduce public access to the beach at the location, the action is necessary to ensure public safety.
6. The action proposed is the minimum necessary to address the emergency and, to the maximum extent feasible, is the least environmentally damaging temporary alternative for addressing the emergency.

Emergency Permit Extension Conditions:

1. The applicant is hereby authorized to temporarily close the access ramp located on Esplanade at Avenue A.

2. Within sixty (60) days of the issuance of this extension, or subsequent extension thereof, to an Emergency Coastal Development Permit, an application for a regular Coastal Development Permit shall be submitted to and properly filed with the City of Redondo Beach Planning Division.
3. Any development or structures constructed pursuant to this Emergency Coastal Development Permit shall be considered temporary until authorized by a follow-up regular Coastal Development Permit and that issuance of this Emergency Coastal Development Permit shall not constitute an entitlement to the erection of permanent development or structures.
4. Any installations authorized in this Emergency Coastal Development Permit must be removed unless a complete application for a regular Coastal Development Permit is filed within sixty (60) days of approval of this extension to an Emergency Permit and said regular permit is approved. If a regular Coastal Development Permit authorizing permanent retention of the development is denied, then the development that was authorized in the Emergency Permit, or the denied portion of the development, must be removed. Such removal, however, shall be pursuant to a separate permit.
5. This additional extension to an Emergency Coastal Development Permit shall be valid for sixty (60) days from the date of previous expiration, unless extended by submittal of a follow up application. Within sixty (60) days of issuance of an extension to the Emergency Permit, the permittee must submit a follow-up regular Coastal Development Permit application for the development even if only to remove the development undertaken pursuant to the Emergency Permit and restore the site to its previous condition.

Issued By:



Brandy Forbes, AICP
Community Development Director



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

January 31, 2022

EMERGENCY COASTAL DEVELOPMENT PERMIT

Please note the following City of Redondo Beach action on an extension to an emergency coastal permit was rendered on January 31, 2022 by the Redondo Beach Community Development Director.

Coastal Development Permit No.: **CDP-2021-12**

Applicant: County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Applicant's Representative: Porsche White
County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Location: **Esplanade at Avenue A, Redondo Beach**

Original Date of Permit Issuance: November 30, 2021

Original Permit Expiration Date: January 28, 2022 (60 days)

Extension Expiration Date: March 29, 2022 (60 days)

Description of Request/Nature of Emergency:

The County of Los Angeles Department of Beaches and Harbors (DBH) requests the emergency closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade. The County recently completed an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.

The Avenue A beach access ramp extends 267 feet from the upper level at the western terminus of Avenue A to the beach level and exits adjacent to the beach bike path. The elevation of the upper landing is approximately 70 feet, and the elevation of the lower landing is approximately 14 feet, with a bluff height of 56 feet. The width of the concrete access path is 4.5 feet with 4 feet clearance between the railing post and the CMU wall. A 34" high, by 2" diameter anodized aluminum railing extends the length of the access path on the west, or downhill side. A concrete masonry unit (CMU) retaining wall extends the length of the access path. The CMU wall is constructed of 4" x 6" x 12" open cell block, grouted with #4 vertical rebar at 12" on-center. The height of the wall varies from 36" to 60". Please see the attached parcel profile reports for legal descriptions of the property.

DBH has begun the preparation of construction drawings for the repair project, and requests an extension of the original emergency permit to allow additional time for development of the plans. The plans will be included with an application for a full Coastal Development Permit for the rehabilitation project.

Cause of the Emergency:

Deterioration of access ramp, creating a public safety hazard. Extension is granted for additional time to prepare the construction drawings that will be submitted with a full Coastal Development Permit application.

Remedial, protective, or preventative work required to deal with the emergency:

The emergency condition requires that the access ramp be temporarily closed for public safety, which will temporarily affect public access to the beach at this location.

Los County Department of Beaches and Harbors will apply for a Coastal Development Permit to repair the damaged ramp.

Findings:


The Community Development Director hereby finds as follows:

1. An emergency exists within an area of the Coastal Zone, as defined in Section 10-5.2204 of the Redondo Beach Municipal Code.
2. The emergency requires action more quickly than allowed by the procedures for obtaining a Coastal Development Permit. An application for Coastal Development Permit shall be submitted for repair work within sixty (60) days.
3. Notice of issuance of this Emergency Coastal Development Permit will be posted at the location on February 1, 2022.
4. Public comment on the emergency action will be reviewed, to the extent possible in the time available.
5. The action proposed is consistent with the requirements of the Certified Local Coastal Program. Although the request will temporarily reduce public access to the beach at the location, the action is necessary to ensure public safety.
6. The action proposed is the minimum necessary to address the emergency and, to the maximum extent feasible, is the least environmentally damaging temporary alternative for addressing the emergency.

Emergency Permit Extension Conditions:

1. Within sixty (60) days of the issuance of this extension to an Emergency Coastal Development Permit, an application for a regular Coastal Development Permit shall be submitted to and properly filed with the City of Redondo Beach Planning Division.
2. Any development or structures constructed pursuant to this Emergency Coastal Development Permit shall be considered temporary until authorized by a follow-up regular Coastal Development Permit and that issuance of this Emergency Coastal Development Permit shall not constitute an entitlement to the erection of permanent development or structures.
3. Any installations authorized in this Emergency Coastal Development Permit must be removed unless a complete application for a regular Coastal Development Permit is filed within sixty (60) days of approval of this extension to an Emergency Permit and said regular permit is approved. If a regular Coastal Development Permit authorizing permanent retention of the development is denied, then the development that was authorized in the Emergency Permit, or the denied portion of the development, must be removed. Such removal, however, shall be pursuant to a separate permit.
4. This extension to an Emergency Coastal Development Permit shall be valid for sixty (60) days from the date of issuance by the Community Development Director unless extended by submittal of a follow up application. Within sixty (60) days of issuance of an extension to the Emergency Permit, the permittee must submit a follow-up regular Coastal Development Permit application for the development even if only to remove the development undertaken pursuant to the Emergency Permit and restore the site to its previous condition.
5. The applicant is hereby authorized to temporarily close the access ramp located on Esplanade at Avenue A.
6. Within 60 days, the applicant shall submit an application for a Coastal Development Permit for repair work to the access ramp located on Esplanade at Avenue A.

Issued By:



Brandy Forbes, AICP
Community Development Director



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

November 30, 2021

EMERGENCY COASTAL DEVELOPMENT PERMIT

Please note the following City of Redondo Beach action on an emergency coastal permit was rendered on November 30, 2021 by the Redondo Beach Community Development Director.

Coastal Development Permit No.: **CDP-2021-12**

Applicant: County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Applicant's Representative: Porsche White
County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Location: **Eplanade at Avenue A, Redondo Beach**

Date of Permit Issuance: November 30, 2021

Permit Expiration Date: January 28, 2022 (60 days)

Description of Request/Nature of Emergency:

The County of Los Angeles Department of Beaches and Harbors (DBH) requests the emergency closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade. The County recently completed an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.

The Avenue A beach access ramp extends 267 feet from the upper level at the western terminus of Avenue A to the beach level and exits adjacent to the beach bike path. The elevation of the upper landing is approximately 70 feet, and the elevation of the lower landing is approximately 14 feet, with a bluff height of 56 feet. The width of the concrete access path is 4.5 feet with 4 feet clearance between the railing post and the CMU wall. A 34" high, by 2" diameter anodized aluminum railing extends the length of the access path on the west, or downhill side. A concrete masonry unit (CMU) retaining wall extends the length of the access path. The CMU wall is constructed of 4" x 6" x 12" open cell block, grouted with #4 vertical rebar at 12" on-center. The height of the wall varies from 36" to 60". Please see the attached parcel profile reports for legal descriptions of the property.

Cause of the Emergency:

Deterioration of access ramp, creating a public safety hazard.

Remedial, protective, or preventative work required to deal with the emergency:

The emergency condition requires that the access ramp be temporarily closed for public safety, which will temporarily affect public access to the beach at this location.

Los County Department of Beaches and Harbors will apply for a Coastal Development Permit to repair the damaged ramp.

Findings:

The Community Development Director hereby finds as follows:

1. An emergency exists within an area of the Coastal Zone, as defined in Section 10-5.2204 of the Redondo Beach Municipal Code.
2. The emergency requires action more quickly than allowed by the procedures for obtaining a Coastal Development Permit. An application for Coastal Development Permit shall be submitted for repair work within sixty (60) days.
3. Notice of issuance of this Emergency Coastal Development Permit will be posted at the location on December 1, 2021.
4. Public comment on the emergency action will be reviewed, to the extent possible in the time available.
5. The action proposed is consistent with the requirements of the Certified Local Coastal Program. Although the request will temporarily reduce public access to the beach at the location, the action is necessary to ensure public safety.
6. The action proposed is the minimum necessary to address the emergency and, to the maximum extent feasible, is the least environmentally damaging temporary alternative for addressing the emergency.

Emergency Permit Conditions:

1. Within sixty (60) days of the issuance of this Emergency Permit, an application for a regular Coastal Development Permit shall be submitted to and properly filed with the City of Redondo Beach Planning Division.
2. Any development or structures constructed pursuant to this Emergency Permit shall be considered temporary until authorized by a follow-up regular Coastal Development Permit and that issuance of this Emergency Coastal Development Permit shall not constitute an entitlement to the erection of permanent development or structures.

3. Any installations authorized in this Emergency permit must be removed unless a complete application for a regular Coastal Development Permit is filed within sixty (60) days of approval of this Emergency Permit and said regular permit is approved. If a regular Coastal Development Permit authorizing permanent retention of the development is denied, then the development that was authorized in the Emergency Permit, or the denied portion of the development, must be removed. Such removal, however, shall be pursuant to a separate permit.
4. This Emergency Permit shall be valid for sixty (60) days from the date of issuance by the Community Development Director unless extended by submittal of a follow up application. Within sixty (60) days of issuance of an Emergency Permit, the permittee must submit a follow-up regular Coastal Development Permit application for the development even if only to remove the development undertaken pursuant to the Emergency Permit and restore the site to its previous condition.
5. The applicant is hereby authorized to temporarily close the access ramp located on Esplanade at Avenue A.
6. Within 60 days, the applicant shall submit an application for a Coastal Development Permit for repair work to the access ramp located on Esplanade at Avenue A.

The Community Development Director shall report in writing and orally, the granting of this Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director. The report shall include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. Copies of the report shall be available at the meeting and shall be mailed to the Coastal Commission and to all persons requesting such notification of local coastal development decisions.

Issued By:



Brandy Forbes, AICP
Community Development Director

Attachments:

- Application for Emergency Coastal Development Permit with attachments.



City of Redondo Beach
Community Development Department
415 Diamond Street, Redondo Beach, CA 90277
(310) 318-0637

EXTENSION OF EMERGENCY COASTAL DEVELOPMENT PERMIT

Please note the following City of Redondo Beach action on an emergency coastal permit was rendered on May 27, 2022 by the Redondo Beach Community Development Director.

Coastal Development Permit No.: **CDP-2021-12**

Applicant: County of Los Angeles / Department of Beaches and Harbors
13837 Fiji Way
Marina Del Rey, CA 90292

Location: **Avenue A and Esplanade, Redondo Beach**

Date of Original Permit Issuance: November 30, 2021

Original Permit Expiration Date: January 28, 2022 (60 days)

Extension Expiration Date: March 29, 2022 (60 days)

2nd Extension Expiration Date: May 27, 2022 (60 days)

3rd Extension Expiration Date: July 25, 2022 (60 days)

Description of Request/Nature of Emergency:

The County of Los Angeles Department of Beaches and Harbors (DBH) requests the emergency closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade. The County recently completed an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.

Cause of the Emergency:

Deterioration of access ramp, creating a public safety hazard.

Remedial, protective, or preventative work required to deal with the emergency:

The emergency condition requires that the access ramp be temporarily closed for public safety, which will temporarily affect public access to the beach at this location. Los County Department of Beaches and Harbors will apply for a Coastal Development Permit to repair the damaged ramp.

Further Information:

For more information regarding this matter, contact the City of Redondo Beach Planning Division at (310) 318-0637 or by email to PlanningRedondo@redondo.org.

Posted: **May 27, 2022**

CITY OF REDONDO BEACH

PLANNING DIVISION

**APPLICATION FOR COASTAL DEVELOPMENT PERMIT
(or application for exemption or categorical exclusion)**

RECEIVED BY:

LP

DATE RECEIVED:

5/26/2022

APPLICATION NO:

CDP-2021-12

PLEASE NOTE: Within 30 days of receipt of an application, the Planning Division will inform the applicant in writing if the application is incomplete, and what items must be submitted to complete the application. Processing of the application will not begin until it is complete, pursuant to Section 10-5.2210 of the Municipal Code.

Application is hereby made to the City of Redondo Beach, for a Coastal Development Permit, pursuant to Article 10 of Chapter 5, Title 10 of the Redondo Beach Municipal Code.

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: Avenue A and Esplanade, Redondo Beach, CA 90277	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: Please see project description LOT: BLOCK: TRACT:	ZONING: Government Parcel / Beach
	RECORDED OWNER'S NAME: County of Los Angeles, Department of Beaches and Harbors MAILING ADDRESS: 13837 Fiji Way, Marina del Rey, CA 90292 TELEPHONE: 424-526-7755	AUTHORIZED AGENT'S NAME: Porsche White (County of Los Angeles Department of Beaches and Harbors) MAILING ADDRESS: 13837 Fiji Way, Marina del Rey, CA 90292 TELEPHONE: 424-526-7755
	PROJECT DEVELOPER: n/a MAILING ADDRESS: TELEPHONE:	PROJECT ARCHITECT/FIRM/PRINCIPAL: n/a MAILING ADDRESS: TELEPHONE: LICENSE NO.
B	TYPE OF APPLICATION (Consult with Planning Division staff)	
	<div> <input type="checkbox"/> Exempt </div> <div> <input type="checkbox"/> Categorical Exclusion </div> <div> <input type="checkbox"/> Coastal Development Permit public hearing waiver </div> <div> <input type="checkbox"/> Coastal Development Permit public hearing required </div> <div> <input checked="" type="checkbox"/> Emergency Coastal Development Permit </div>	

C	PROJECT DESCRIPTION. (Provide a detailed description of the project.)
	<p>On November 30, 2021, the City of Redondo Beach (City) approved emergency coastal development permit (eCDP) No. CDP-2021-12 authorizing the closure of the Avenue A access ramp located at the intersection of Avenue A and Esplanade in Redondo Beach, California. The County of Los Angeles Department of Beaches and Harbors (DBH) requested the closure following an engineering study that found the existing path, railing, top and bottom landings, and the concrete masonry unit (CMU) wall that compose the ramp to be in very poor condition and recommended closure for public safety.</p> <p>The Avenue A beach access ramp extends 267 feet from the upper level at the western terminus of Avenue A to the beach level and exits adjacent to the beach bike path. The elevation of the upper landing is approximately 70 feet, and the elevation of the lower landing is approximately 14 feet, with a bluff height of 56 feet. The width of the concrete access path is 4.5 feet with 4 feet clearance between the railing post and the CMU wall. A 34" high, by 2" diameter anodized aluminum railing extends the length of the access path on the west, or downhill side. A CMU retaining wall extends the length of the access path. The CMU wall is constructed of 4" x 6" x 12" open cell block, grouted with #4 vertical rebar at 12" on-center. The height of the wall varies from 36" to 60". Please see the attached parcel profile reports for legal descriptions of the property.</p> <p>On April 7, 2022, the City issued an eCDP extension for the access ramp closure, which is set to expire on May 27, 2022. DBH is requesting an additional extension of eCDP No. CDP-2021-12 to allow for more time to complete construction drawings for the ramp repair project. A subsequent coastal development permit will be submitted for the replacement of the access ramp. If you have any questions, please feel free to contact Porsche White at PWhite@bh.lacounty.gov or (424) 526-7745.</p>
D	PROJECT INFORMATION: (Note: Please provide a detailed project description on a separate page.)
	<p>Where questions do not apply to your project, indicate "NOT APPLICABLE" or N.A.</p> <p>1. TYPE OF PROJECT N/A</p> <p> <input type="checkbox"/> New _____ Sq. Ft. <input type="checkbox"/> Addition _____ Sq. Ft. <input type="checkbox"/> Demolition _____ Sq. Ft. <input type="checkbox"/> Change of use from _____ to _____ <input type="checkbox"/> Grading _____ Cu. Yds. <input type="checkbox"/> Fence _____ Height _____ Length _____ <input type="checkbox"/> Paving _____ Amount _____ <input type="checkbox"/> Other _____ </p>

2. ADDITIONAL INFORMATION

Note: If yes to any of the items b through h, please explain on a separate sheet.

- a. Has any application for development on this site been submitted previously to the California Coastal Zone Conservation Commission or Coastal Commission? ☐ YES ☐ NO
If yes, state previous Application Number:
- b. Are any utility extensions necessary to serve the project? If yes, explain. ☐ YES ☒ NO
- c. Does the development involve diking, filling, dredging or placing structures in open coastal waters? If yes, explain and indicate whether the U.S. Army Corps of Engineers Permit has been applied for.
☐ YES ☒ NO
- d. Will the development extend into or adjoin any beach, tidelands, submerged lands or public trust lands?
☒ YES ☐ NO
- e. Is the development in or near:
- Sensitive habitat areas? ☐ YES ☒ NO
 - 100 year floodplain? ☐ YES ☒ NO
 - Park or recreation area? ☒ YES ☐ NO
- f. Will the development harm existing lower-cost visitor and recreational facilities? ☐ YES ☒ NO
Will the development provide public or private recreational opportunities? ☐ YES ☒ NO
- g. Does the site contain any:
- Historic resources? ☐ YES ☒ NO
 - Archaeological Resources? ☐ YES ☒ NO
- h. Will the proposed development be visible from:
- Park, beach or recreation areas? ☒ YES ☐ NO
 - Harbor area? ☐ YES ☒ NO
- i. Is the project a "**Priority Project**" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☐ YES ☒ NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
☐ YES ☒ NO
- j. Is the a project with "**Planning priority project characteristics**" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? ☐ YES ☒ NO
- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
☐ YES ☒ NO

E	SHOWINGS: Explain how the project is consistent with the Certified Local Coastal Program.
	<p>1. Is the project designed in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone? If not, explain.</p> <p>Not Applicable.</p>
	<p>2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code.</p> <p>The proposed development is located between the sea and the first public road. Section 30604(c) of the Coastal Act requires that every coastal development permit issued for any development between the nearest public road and the sea include a specific finding that the development is in conformance with the public access and recreation policies of Chapter 3 of the Coastal Act. As proposed, the closure of the Avenue A access ramp will temporarily reduce pedestrian beach access from Avenue A. However, immediate closure of the ramp is required due to concerns with public safety. Alternate accessways are available at Knob Hill, 0.1 mile to the north, and Avenue C, 0.15 mile to the south.</p>

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)? If yes, describe the effect.

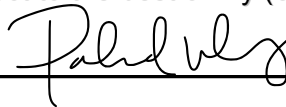
The proposed closure will temporarily reduce access to the beach from Avenue A. However, alternate accessways are available at Knob Hill, 0.1 mile to the north, and Avenue C, 0.15 mile to the south.

OWNER'S AFFIDAVIT

Project address: Avenue A and Esplanade, Redondo Beach, CA 90277

Project description: Closure of Avenue A and Esplanade Access Ramp

I (We) Porsche White On behalf of County of Los Angeles
Department of Beaches and Harbors, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s):  On behalf of County of Los Angeles
Department of Beaches and Harbors

Address: 13837 Fiji Way, Marina del Rey, CA 90292

Phone No. (Res.)

(Bus.) 424-526-7755

Subscribed and sworn to (or affirmed) before me this 26th **day of** May, 2022 **by**
Porsche White on behalf of LA County Dept of Beaches & Harbors, **proved to me on the basis of satisfactory**
evidence to be the person(s) who appeared before me.


FILING CLERK ~~OR NOTARY PUBLIC~~

State of California)
County of Los Angeles) ss

Seal



Administrative Report

N.4., File # 22-3974

Meeting Date: 4/12/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S ISSUANCE OF A SECOND EXTENSION TO THE EMERGENCY COASTAL DEVELOPMENT PERMIT ISSUED FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE SECOND EXTENSION OF THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

EXECUTIVE SUMMARY

The Community Development Department received an application from the Los Angeles County Department of Beaches and Harbors (DBH) for a second extension of the Emergency Coastal Development Permit temporarily closing the beach access ramp at Esplanade and Avenue A. The emergency closure is needed to temporarily address public safety concerns associated with the ramp's degraded condition.

The Community Development Director issued the original emergency permit on November 30, 2021 for a period of 60 days, subject to Redondo Beach Municipal Code (RBMC) Section 10-5.2228. The code allows the Director to approve extensions to the permit if a subsequent application is filed. The Municipal Code requires that the Community Development Director provide a written and verbal report on the action to the City Council at the next City Council meeting.

BACKGROUND

In November 2021, The Los Angeles County Department of Beaches and Harbors (DBH) submitted an application to the Planning Division of the City's Community Development Department for an Emergency Coastal Development Permit to temporarily close the beach access ramp on at Esplanade and Avenue A due to public safety concerns. The County had completed an engineering study that found the existing path, railing, landings, and wall that compose the ramp to be in very poor condition. The study recommended closure of the ramp to protect public safety. Based on the engineering report, the County submitted an application to the City for an Emergency Coastal Development Permit for temporary closure of the ramp, which impacts beach access at the location.

Subject to RBMC Section 10-5.2228 Emergency Coastal Development Permit, the Community Development Director may grant an emergency permit if an emergency exists that requires action

more quickly than permitted by the procedures for a traditional Coastal Development Permit. Although this action will temporarily affect beach access at this location, it is needed to protect public safety. The emergency permit may be granted for up to 60 days, and requires that the applicant submit for a full Coastal Development Permit for the corrective work which is expected to take over a year to complete.

The Community Development Director issued the emergency permit on November 30, 2021 for a period of 60 days as allowed by code. A public notice of the emergency permit issuance was posted at the location, and a report was made to the City Council on December 7, 2021. The emergency permit would have expired on January 28, 2022, if not extended.

On January 27, 2022, DBH submitted an application to extend the emergency permit, noting that additional time was needed to complete the full construction drawings for the rehabilitation project. The Zoning Code allows the Community Development Director to extend the emergency permit if a subsequent application is filed. On January 31, 2022 a 60-day extension was approved to allow DBH additional time to complete the construction drawings for improvements to the access ramp. The new expiration date of the emergency permit was March 29, 2022.

On March 24, 2022, DBH submitted an application for an additional 60-day extension, to continue work on the construction drawings. It is now anticipated that the project cost will exceed the current funding allocation. DBH will pursue additional funding through Los Angeles County's annual budget process, which will occur in Fall 2022. As well, DBH is finalizing the plans for submittal. The email explaining this status is included with the latest application for extension attached to this Administrative Report. The Community Development Director approved the second extension on April 7, 2022.

Per the Emergency Coastal Development Permit procedures, Section 10-5.2228(a)(7) of the Redondo Beach Municipal Code, "The Community Development Director shall report in writing and orally, the granting of an Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director." The report is to include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. This Administrative Report serves as that notice.

COORDINATION

The issuance of the extension to the Emergency Coastal Development Permit falls under the authority of the Community Development Director, per RBMC Section 10-5.2228(a).

FISCAL IMPACT

The processing of Coastal Development Permit applications is part of the Community Development Department's annual budget and work plan.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

2nd Extension to Emergency Coastal Development Permit

1st Extension to Emergency Coastal Development Permit

Emergency Coastal Development Permit
Public Notice of Extension of Emergency Coastal Development Permit
Application for extension to Emergency Coastal Development Permit
City Council Administrative Report February 8, 2022 1st Extension
City Council Administrative Report December 7, 2021 Original Emergency Permit
RBMC Section 10-5.2228



Administrative Report

N.2., File # 22-3690

Meeting Date: 2/8/2022

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S ISSUANCE OF AN EXTENSION TO THE EMERGENCY COASTAL DEVELOPMENT PERMIT ISSUED FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE EXTENSION OF THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

EXECUTIVE SUMMARY

The Community Development Department received an application from the Los Angeles County Department of Beaches and Harbors (DBH) to extend the Emergency Coastal Development Permit issued on November 30th, 2021, temporarily closing the beach access ramp at Esplanade and Avenue A. The emergency closure is a result of public safety concerns associated with the ramp's degraded condition.

The Community Development Director issued the original emergency permit for a period of 60 days, subject to Redondo Beach Municipal Code (RBMC) Section 10-5.2228. The code allows the Director to approve extensions to the permit if a subsequent application is filed. DBH filed an application to extend the permit on January 27, 2022. The Municipal Code requires that the Community Development Director provide a written and verbal report on the action to the City Council at the next City Council meeting.

BACKGROUND

In November 2021, The Los Angeles County Department of Beaches and Harbors (DBH) submitted an application to the Planning Division of the City's Community Development Department for an Emergency Coastal Development Permit to temporarily close the beach access ramp on at Esplanade and Avenue A due to public safety concerns. The County had completed an engineering study that found the existing path, railing, landings, and wall that compose the ramp to be in very poor condition. The study recommended closure of the ramp to protect public safety. Based on the engineering report, the County submitted an application to the City for an Emergency Coastal Development Permit for temporary closure of the ramp, which impacts beach access at the location.

Subject to RBMC Section 10-5.2228 Emergency Coastal Development Permit, the Community

Development Director may grant an emergency permit if an emergency exists that requires action more quickly than permitted by the procedures for a traditional Coastal Development Permit. Although this action will temporarily affect beach access at this location, it is needed to protect public safety. The emergency permit may be granted for up to 60 days, and requires that the applicant submit for a full Coastal Development Permit for the corrective work which is expected to take over a year to complete.

The Community Development Director issued the emergency permit on November 30, 2021 for a period of 60 days as allowed by code. A public notice of the emergency permit issuance was posted at the location, and a report was made to the City Council on December 7, 2021. The emergency permit would have expired on January 28, 2022, if not extended.

On January 27, 2022, DBH submitted an application to extend the emergency permit, noting that additional time was needed to complete the full construction drawings for the rehabilitation project. The Zoning Code allows the Community Development Director to extend the emergency permit if a subsequent application is filed.

On January 31, 2022 the Community Development Director approved a 60-day extension to allow DBH additional time to complete the construction drawings for improvements to the access ramp. The new expiration date of the emergency permit is now March 29, 2022. It is anticipated that ahead of the new expiration date, DBH will submit a full application for a Coastal Development Permit for ramp improvements, including drawings for the complete rehabilitation project.

Per the Emergency Coastal Development Permit procedures, Section 10-5.2228(a)(7) of the Redondo Beach Municipal Code, "The Community Development Director shall report in writing and orally, the granting of an Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director." The report is to include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. This Administrative Report and corresponding presentation at the February 8, 2022 City Council meeting serve as that notice.

COORDINATION

The issuance of the extension to the Emergency Coastal Development Permit falls under the authority of the Community Development Director, per RBMC Section 10-5.2228(a).

FISCAL IMPACT

The processing of Coastal Development Permit applications is part of the Community Development Department's annual budget and work plan.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Extension to Emergency Coastal Development Permit
Emergency Coastal Development Permit
Public Notice of Extension of Emergency Coastal Development Permit
Application for extension to Emergency Coastal Development Permit

City Council Administrative Report December 7, 2021
RBMC Section 10-5.2228



Administrative Report

N.5., File # 21-3409

Meeting Date: 12/7/2021

To: MAYOR AND CITY COUNCIL

From: BRANDY FORBES, COMMUNITY DEVELOPMENT DIRECTOR

TITLE

DISCUSSION AND POSSIBLE ACTION ON THE COMMUNITY DEVELOPMENT DIRECTOR'S ISSUANCE OF AN EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE LOS ANGELES COUNTY BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

RECEIVE AND FILE THE EMERGENCY COASTAL DEVELOPMENT PERMIT FOR THE TEMPORARY CLOSURE OF THE BEACH ACCESS RAMP AT ESPLANADE AND AVENUE A TO PROTECT PUBLIC SAFETY

EXECUTIVE SUMMARY

The Community Development Department received an application from the Los Angeles County Department of Beaches and Harbors for an Emergency Coastal Development Permit to temporarily close the beach access ramp at Esplanade and Avenue A due to public safety concerns associated with the ramp's degraded condition. The Community Development Director issued the emergency permit for a period of 60 days, subject to Redondo Beach Municipal Code (RBMC) Section 10-5.2228. The Municipal Code requires that the Community Development Director provide a written and verbal report on the action to the City Council at the next City Council meeting.

BACKGROUND

The Los Angeles County Department of Beaches and Harbors submitted an application to the Planning Division of the City's Community Development Department for an Emergency Coastal Development Permit to temporarily close the beach access ramp on at Esplanade and Avenue A due to public safety concerns. The County recently completed an engineering study that found the existing path, railing, landings, and wall that compose the ramp to be in very poor condition. The study recommended closure of the ramp to protect public safety. Based on the engineering report, the County submitted an application to the City for an emergency permit for temporary closure of the ramp, which will impact beach access at the location.

Subject to RBMC Section 10-5.2228 Emergency Coastal Development Permit, the Community Development Director may grant an emergency permit if an emergency exists the requires action more quickly than permitted by the procedures for a Coastal Development Permit. Although this action will temporarily affect beach access at this location, it is needed to protect public safety. The emergency permit may be granted for up to 60 days, and requires that the applicant submit for a full

Coastal Development Permit for the corrective work which is expected to take over a year to complete.

A public notice of the emergency permit issuance has been posted at the location.

COORDINATION

The issuance of the Emergency Coastal Development Permit falls under the authority of the Community Development Director, per RBMC Section 10-5.2228(a).

FISCAL IMPACT

The processing of Coastal Development Permit applications is part of the Community Development Department's annual budget and work plan.

APPROVED BY:

Mike Witzansky, City Manager

ATTACHMENTS

Emergency Coastal Development Permit
Public Notice of Emergency Coastal Development Permit issuance
Application for Emergency Coastal Development Permit
RBMC Section 10-5.2228

Redondo Beach Municipal Code[Up](#)[Previous](#)[Next](#)[Main](#)[Search](#)[Print](#)[No Frames](#)[Title 10 PLANNING AND ZONING](#)[Chapter 5 COASTAL LAND USE PLAN IMPLEMENTING ORDINANCE](#)[Article 10. Coastal Development Permits](#)**10-5.2228 Emergency Coastal Development Permit.**

(a) In the event of an emergency as defined in Section 10-5.2204, temporary emergency authorization to proceed with remedial measures may be given by the Community Development Director until such time as a full Coastal Development Permit application shall be filed.

(1) **Application.** Application shall be made to the Community Development Director by letter if time allows, or in person or by telephone, if time does not allow. The information, to be reported at the time of the emergency or within three (3) days after the emergency, shall include the following:

- a. Nature of the emergency;
- b. Cause of the emergency, insofar as this can be established;
- c. Location of the emergency;
- d. The remedial, protective, or preventative work required to deal with the emergency;
- e. The circumstances during the emergency that appeared to justify the cause(s) of action taken, including the probable consequences of failing to take action.

(2) **Limitations.** The Community Development Director shall not grant an emergency Coastal Development Permit for any development that falls within an area in which the Coastal Commission retains direct permit review authority. In such areas and for such developments, a request for an emergency authorization must be made to the Coastal Commission.

a. In addition, a waiver from coastal development permit requirements may be obtained from the Coastal Commission Executive Director for development that is required to protect life or public property in accordance with Section 30611 of the Coastal Act.

(3) **Notice.** The Community Development Director shall provide notice of the proposed emergency action. The extent and type of the notice shall be determined on the basis of the nature of the emergency. If the nature of the emergency does not allow sufficient time for public notice to be given before the emergency work begins, the Community Development Director shall provide public notice of the action taken, or being taken, as soon as is practical. Public notice of the nature of the emergency and the remedial actions to be taken shall be posted on the site in a conspicuous place and mailed to all persons the Community Development Director has reason to know would be interested in such action and to the Coastal Commission.

(4) **Findings and conditions.** The Community Development Director may grant an emergency Coastal Development Permit upon reasonable terms and conditions, which shall include an expiration date, the necessity for a regular permit application later, and the requirement that the permittee apply for a Coastal Development Permit pursuant to Section 10-5.2210 for the removal of work authorized by the Emergency Permit if the retention of the work is denied in the follow-up regular permit application, if the Community Development Director finds that:

- a. An emergency exists that requires action more quickly than permitted by the procedures for a Coastal Development Permit and the work can and will be completed within thirty (30) days unless otherwise specified by the terms of the permit.
- b. Public comment on the proposed emergency action has been reviewed, if time allows.
- c. The work proposed is consistent with the requirements of the Certified Local Coastal Program.
- d. The work proposed is the minimum action necessary to address the emergency and, to the maximum extent feasible, is the least environmentally damaging temporary alternative for addressing the emergency.

(5) **Contents of Emergency Permit.** The Emergency Permit shall be a written document that includes the following information:

- a. The date of issuance;
- b. An expiration date;
- c. The scope of work to be performed;
- d. Terms and conditions of the permit;
- e. A provision stating that within sixty (60) days of issuance of the Emergency Permit, a regular Coastal Development Permit application shall be submitted and properly filed consistent with the requirements of this chapter;
- f. A provision stating that any development or structures constructed pursuant to an Emergency Permit shall be considered temporary until authorized by a follow-up regular Coastal Development Permit and that issuance of an emergency Coastal Development Permit shall not constitute an entitlement to the erection of permanent development or structures;
- g. A provision that states that: The development authorized in the Emergency Permit must be removed unless a complete application for a regular Coastal Development Permit is filed within sixty (60) days of approval of the Emergency Permit and said regular permit is approved. If a regular Coastal Development Permit authorizing permanent retention of the development is denied, then the development that was authorized in the Emergency Permit, or the denied portion of the development, must be removed. Such removal, however, shall be pursuant to a separate permit.

(6) **Expiration of the Emergency Permit.** An Emergency Permit shall be valid for sixty (60) days from the date of issuance by the Community Development Director unless extended by submittal of a follow up application. Within sixty (60) days of issuance of an Emergency Permit, the permittee must submit a follow-up regular Coastal Development Permit application for the development even if only to remove the development undertaken pursuant to the Emergency Permit and restore the site to its previous condition.

(7) **Report to City Council and Coastal Commission.** The Community Development Director shall report in writing and orally, the granting of an Emergency Permit to the City Council at its next scheduled meeting, and to the Coastal Commission Executive Director. The report shall include a description of the nature of the emergency, the development involved and the person or entity undertaking the development. Copies of the report shall be available at the meeting and shall be mailed to the Coastal Commission and to all persons requesting such notification of local coastal development decisions.

(§ 1, Ord. 2905 c.s., eff. August 5, 2003, as amended by § 1, Ord. 3107 c.s., eff. February 8, 2013)

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Administrative Report

P.1., File # 22-4345

Meeting Date: 6/14/2022

To: MAYOR AND CITY COUNCIL

TITLE

DISCUSSION AND POSSIBLE ACTION PERTAINING TO CLARIFICATION OR REVISIONS TO RESOLUTION NO. CC-2204-022, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, ESTABLISHING A CHARTER REVIEW ADVISORY COMMITTEE

EXECUTIVE SUMMARY

The City Council adopted Resolution CC-2204-022 ("Resolution") establishing a Charter Review Advisory Committee ("Committee") on May 17, 2022 and appointed members and alternate members. Subsequently, the inaugural meeting of the Committee was held on June 2, 2022. The City Council made a referral motion on June 7, 2022, to return on June 14th for discussion to clarify the direction to the Committee.

ATTACHMENTS

- Resolution CC-2204-022



Administrative Report

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RESOLUTION NO. CC-2204-022

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
REDONDO BEACH, CALIFORNIA, ESTABLISHING A
CHARTER REVIEW ADVISORY COMMITTEE.**

WHEREAS, the previous City Charter Review Committee held its first meeting on January 25, 1994 and its last meeting on November 18, 1995; and

WHEREAS, the City Council made one of its Strategic Planning goals for City staff to provide a report to Council on options to establish a new City Charter Review Advisory Committee; and

WHEREAS, at its meeting on April 5, 2022 the City Council received a report from the City Attorney and approved a motion giving direction on the number of members of the Committee, the method of appointment and removal of those members, and the subject matters the Committee is to review; and

WHEREAS, it is of the utmost importance for the City of Redondo Beach that the Committee carefully consider, evaluate and make recommendations to the City Council on the many significant issues affecting the City Charter, which is the "Constitution" of our City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the Redondo Beach City Council shall establish a seven (7) member Charter Review Advisory Committee.

SECTION 2. The members Charter Review Advisory Committee shall consist of the following seven (7) members:

2 members appointed by the Mayor.

1 member appointed by each City Councilmember.

Each Councilmember and the Mayor shall also appoint one (1) alternate for each of their respective Committee member appointments. An alternate will only be able to vote when the committee member appointed by the same Councilmember or the Mayor is absent from a meeting. If a member resigns or is removed from the Committee, the alternate becomes the member and a new alternate shall be appointed by the respective appointing Councilmember or Mayor (or his/her successor).

SECTION 3. A member of the committee shall be removed for cause for missing 2 or more consecutive meetings of the committee, unless by permission of the City Council expressed in its official minutes, or if he or she ceases to be a resident of Redondo Beach. Additionally, a member or alternate may be removed without cause by a 4/5 vote of the City Council. If a member resigns or is removed from the committee, whether for cause or not, the alternate becomes the Committee member and the appointing Councilmember (or his/her successor) shall appoint a replacement alternate.

SECTION 4. That the Charter Review Advisory Committee shall be advisory to the Mayor and City Council, and be subject to the provisions of the Brown Act. Mayor shall select initial chair,

and then subsequently the committee can agendize appointing a new chair and vote in a new chair by majority vote.

SECTION 5. That the purpose of the Charter Review Advisory Committee shall be to advise the Mayor and City Council on recommended changes to the City Charter to submit to the voters. The subject matters reviewed shall be compartmentalized, with input from the city manager/staff/other elected officials and shall include but not be limited to the following:

All fiscal limits; contractual obligations; purchasing policies, procurement, etc.

Article XX, Section 20.1 - Approval of Demands

Article VIII, Section 8.3c - Contract Signatures

Article XIX, Section 19 – PW Contracts Bid Limits

Article XIX, Section 19.1 - Maintenance-Repair and Materials under \$5k

Article XIX, Section 19.9 – Municipal Purchases

Article XIX, Section 19.7 – Retention Percentage

Administrative Business

City Treasurer Position

City Clerk

City Attorney's Office.

SECTION 6. The Charter Review Advisory Committee shall meet once per month and report back to the City Council every other month.

SECTION 7. Votes as to whether or not to recommend specific changes to the Charter to the City Council shall be by majority vote of the voting members (or their alternate in their absence) present. As the Committee approve recommendations for Charter changes, they should be promptly sent to be placed on a City Council meeting agenda for review and possible submission to the voters.

SECTION 8. This Resolution shall take effect immediately upon its adoption.

SECTION 9. The City Clerk shall certify the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

PASSED, APPROVED AND ADOPTED this 17th day of May, 2022.

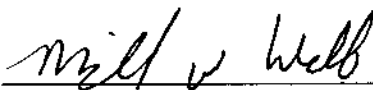


William C. Brand, Mayor

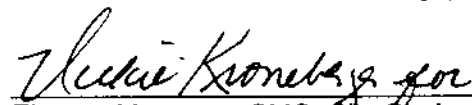
APPROVED AS TO FORM:

ATTEST:

VICKIE KRONEBERGER



Michael W. Webb, City Attorney



Eleanor Manzano, CMC, City Clerk

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF REDONDO BEACH)

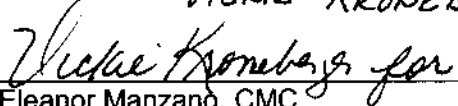
I, Eleanor Manzano, City Clerk of the City of Redondo Beach, California, do hereby certify that Resolution No. CC-2204-022 was passed at a regular meeting of the City Council held on the 17th day of May 2022, and there after signed and approved by the Mayor and attested by the City Clerk, and that said resolution was adopted by the following vote:

AYES: NEHRENHEIM, LOEWENSTEIN, HORVATH, OBAGI, JR., EMDEE

NOES: NONE

ABSENT: NONE

ABSTAIN: NONE

VICKIE KRONEBERGER


Eleanor Manzano, CMC
City Clerk



Administrative Report

T.1., File # 22-4359

Meeting Date: 6/14/2022

TITLE

ADJOURN IN MEMORY OF PATRICIA DREIZLER, LONG-TIME REDONDO BEACH RESIDENT,
CITY EMPLOYEE AND COMMUNITY VOLUNTEER