



Minutes

Lakewood City Council

Special Meeting held
July 12, 2005

MEETING WAS CALLED TO ORDER at 5:30 p.m. by Mayor Esquivel in the Executive Board Room at the Civic Center, 5000 Clark Avenue, Lakewood, California.

ROLL CALL: PRESENT: Mayor Joseph Esquivel
Vice Mayor Larry Van Nostran
Council Member Steve Croft
Council Member Diane DuBois
Council Member Todd Rogers

LAKWOOD SHERIFF'S STATION RENOVATION PROJECT STATUS REPORT

City Manager Howard Chambers opened discussion by stating that during previous project reviews, staff had been instructed to bring a status report to the City Council once the plans and specifications for the project were near completion and cost estimates were available. He advised that the Public Works Director would review the history and proposed schedule for the project and that Sheriff's Department personnel were in attendance to discuss funding issues.

Director of Public Works Lisa Rapp introduced the project design team. From CWA: Jim Nardini, Steve Finney, and Humberto Camacho. Sam Sklar and Gary Tse from the Facilities Planning Division of the Los Angeles County Sheriff's Department. She provided a brief history of the project development, beginning with its initiation in March of 2000.

Responding to a question from Mayor Esquivel, Mr. Tse stated that the \$3.4 million loan referenced was from one County funding source to the Project fund.

Captain Dave Fender reviewed the four basic areas of need for the station: the lobby area; dispatch; assembly room/Emergency Operations Center; and the female locker room. He stated that these areas were inadequate and did not offer an appropriate level of privacy. He noted other areas of need and concluded by stating that the proposed design was intended to not only meets current needs, but to provide for the future. He characterized the plans as having been designed for 20 years out and for 10 percent growth.

Jim Nardini of CWA displayed the elevations and site plans and reviewed the proposed phases of the project.

Ms. Rapp provided an update on the plan check status, stating that full completion was estimated by mid-September. She noted that due to the need to keep the station fully functional during the renovation process, it was vital that an experienced and reliable contractor be selected. The strategy called for the pre-qualification of bidders and the distribution of plans and specifications only to those contractors on the pre-qualification list.

SHERIFF'S STATION RENOVATION PROJECT STATUS REPORT - Continued

She reviewed the plan for redistribution of staff during the construction phases, including relocating certain Sheriff's personnel to the Burns Community Center and relocating City staff currently at Burns to other locations. She reviewed the cost estimates, noting the dramatic increases in construction costs over the past 18 months.

Mr. Nardini noted that he had not seen much competition in recent project bidding, and costs were continuing to escalate, perhaps since it was a very busy time for most contractors and the price of materials continued to increase.

Mr. Finnery noted that in certain areas of construction, costs had been rising so quickly that contractors were abandoning their bids and turning the responsibility over to bonding companies since they were not able to complete the work for the prices initially quoted.

Ms. Rapp advised that the City-County Funding Agreement and MOU identified \$9.4 million in funding available from the County for the project. She noted that the agreements contained a clause that would provide the County with a 120-day option to either fund or terminate the project should an independent estimate be more than ten percent higher than projected. She also advised that CWA had contracted with C.P. O'Halloran Associates, Inc. to provide the construction estimate and that since the firm had previously done work for the County CAO's Office, the County may choose to use that estimate rather than commissioning an additional, independent estimate.

Mr. Tse indicated that it was the intent of the County CAO's Office to work with the O'Halloran estimate.

Ms. Rapp reviewed project choices and alternatives such as obtaining actual bids from contractors to more closely determine costs, and reducing the scope of the renovation to lower the project costs.

Mr. Nardini noted that although the elimination of the building's second floor would substantially lower construction costs, perhaps by as much as \$1.5 million, it would take several months and substantial costs of revise the plans to make such changes possible.

Captain Fender stated that although a scaled-back project would still be workable, they would lose some of the new-century technology capabilities and have no expansion capability for future needs.

Chief Marv Cavanaugh stated that although the Sheriff's Department had experience significant financial curtailments over the last two years, they had closed out the last year in a healthy fiscal state and were focused on needed capital improvements. He stated that he would be meeting with Sheriff Baca, who strongly supported this project, and that there was a good chance that funding options could be identified to complete the project as presented. He noted that even with increased construction costs, the project was a good value.

Mayor Esquivel stated that if the project was to move forward, it should be done right.

SHERIFF'S STATION RENOVATION PROJECT STATUS REPORT - Continued

Responding to a question from Council Member DuBois, Ms. Rapp stated that although the parking structure had been removed from the project to address other priorities, the plans had been designed to preserve the footprint so that once funding became available, there would be room on the site.

In response to a question from Council Member Croft, Captain Fender stated that technology for the renovated station would be provided under grants that had been awarded to the Sheriff's Department and that additional grant funding was being sought for this year.

Council Member Rogers questioned whether the additional funding needed would come from the Sheriff's Department or from the County. Chief Cavanaugh responded by stating that any funding agreement would likely be a partnership with the County or the County and City.

Vice Mayor Van Nostran stressed full funding for the project so that it would not be obsolete as soon as it was finished.

The City Manager summarized by stating that staff would proceed with the project schedule as presented.

At 6:26 p.m., the Mayor called for a brief recess. At 6:31 p.m., the meeting was reconvened with all members of Council present.

ON-STREET/OFF-STREET PARKING REGULATIONS

Director of Community Development Chuck Ebner displayed slides and began his presentation with definitions of recreational vehicles. Types included camper, motorhome, housecar, travel trailer (including 5th wheel), utility trailer, camp trailer, and boat on trailer. He displayed a map showing the locations of on-site and off-site parking complaints. He noted that staff would be bringing to the City Council, a clarification for municipal code sections defining the front yard area. He displayed maps showing Requests by Type, Top 20 Complaint Locations, and What Can Be Done.

The first option presented was City-wide posting for street sweeping.

Council Member Rogers stated that there was a need to look at the experiences of other cities who utilize alternate sweeping days for opposite sides of the street.

The Public Works Director stated that with Lakewood's tree-scape, a significant amount of leaf debris was generated and would not be adequately cleared if both sides of the street were not swept on same day. She also noted that the current sweeper schedule was coordinated so that streets were swept the day after trash collection, something that would be nearly impossible to do with an alternate day system.

ON-STREET/OFF-STREET PARKING REGULATIONS - Continued

Council Member Rogers noted that since 65 percent of the City was not currently posted for street sweeping, city-wide posting would definitely have some impact and could possibly alleviate some of the problem. He noted that there were some locations, such as Arbor Road, that never got swept due to parked vehicles. He restated that there was a need to find out what other cities were doing. He stated he would also like to see data on cost impacts of alternate day sweeping.

Option two would be to enhance the enforcement of 72-hour parking restrictions.

Council Member DuBois stated that although the 72-hour rule caused people to move their vehicles, they needed to have vehicles move more than just a few inches, or this option would do nothing to effectively relocate problem vehicles.

Finance Director Larry Schroeder reported that Parking Control Officers mark tires or place a coin on top of tires to determine if vehicles have been moved, but some vehicle owners would just drive around the block and park in the same spot.

City Attorney Steve Skolnik stated that other cities had attempted to write tighter legislation to deal with on-street vehicle parking, but vehicle owners always seemed to find ways to get around these types of law.

Mr. Schroeder advised that residents were encouraged to keep calling about problem vehicles. He noted that occasionally, problem vehicle owners would call claiming they were being harassed, but were advised that staff must respond to all complaints.

Option three would restrict detached trailer parking.

Council Member DuBois expressed concern about trailers being stored on Lakewood streets by non-Lakewood residents.

Council Member Rogers suggested that a permit process could be established to allow recreational vehicle owners to park on street for pre- and post-vacation vehicle access.

Vice Mayor Van Nostran inquired if data was available on how many Lakewood properties had room in the rear or side-yard for on-site recreational vehicle storage?

Other options included restricting parking at "tight" intersections or restricting parking by vehicle height and/or width. It was noted that it could be a problem as certain SUVs were as high or wide as recreational vehicles.

Council Member DuBois suggested a permit process that would grandfather in existing recreational vehicles while discouraging parking of any new vehicles.

ON-STREET/OFF-STREET PARKING REGULATIONS - Continued

The City Attorney advised that such legislation could be drafted using an amortization period. He noted that a permit process similar to that used on Catalina Island to control the number of vehicles allowed could be instituted. Such a process could reduce the number of vehicles parked by attrition.

Council Member Croft proposed providing all recreational vehicle owners with notice that at the expiration of a specified time period, vehicles must be relocated.

The City Manager stated that it might be accomplished through a registration process in which every vehicle owner was required to participate.

Council Member Croft stated he would favor an amortization process over a grandfathering system.

Council Member Rogers suggested looking at utility trailers with no apparent recreational use. He inquired if there was a minimum width clearance on residential streets required by code.

Mr. Schroeder responded that although some utility trailers appeared to be commercial vehicles, they actually contained racing team vehicles for recreational use. He also noted that the California Vehicle Code allowed a vehicle up to 102" in width.

Mr. Ebner advised that the Fire Department required a 26 foot curb-to-curb clearance for new residential streets.

Ms. Rapp stated that the typical Lakewood service road was 28 feet in width.

The City Attorney advised that the City may be pre-empted by the Vehicle Code from legislating a required clearance.

Council Member Croft also expressed an interest in receiving information on street sweeping practices in other cities. He noted that different strategies may be required to address different types of vehicles or trailers. He stated that an advantage of establishing a permit parking system would be the elimination of vehicles registered outside the City. He requested a copy of the information presented in order to review the material in more detail.

Council Member Rogers requested the material be distributed to the whole City Council. He noted that the City of Long Beach may have instituted a petition process for residents on a particular block to request their street be restricted for recreational vehicle parking, similar to the process Lakewood used for street sweeper posting. He stated it would be helpful to know such a programs pitfalls and if the process had been a success or failure.

The City Manager noted that since the City Council had created the street sweeping petition process, they also had the authority to instruct that any or all streets be posted, outside of the normal petition process. He cautioned that any such petition processes could sometimes lead to a neighbor against neighbor situation.

ON-STREET/OFF-STREET PARKING REGULATIONS - Continued

Vice Mayor Van Nostran inquired about the number of complaints received from residents with a neighbor's recreational vehicle parked in front of their home.

Accountant/Deputy Treasurer Doug Butler responded that although such complaints were occasionally received, there were not many.

The City Attorney advised that the only way to police such a situation would be through a permit parking process or the creation of recreational vehicles parking spaces, in the same manner that handicapped parking spaces are approved.

Mr. Schroeder noted that Parking Control Officers in the field did not have the means to run vehicle license plates to determine a vehicle owner's address, only the Sheriff's Department staff had that capability.

Responding to a question from Council Member DuBois, Mr. Schroeder stated that the most commonly cited reasons for parking complaints were aesthetics and safety.

Council Member Rogers noted that during the recent election campaign, recreational vehicle parking had been the number one political issue with voters in the City.

Council Member Croft remarked that it was also a concern raised by respondents to the City's annual survey.

Vice Mayor Van Nostran expressed concern that attempts to store recreational vehicles in the side and back yard areas caused owners to make illegal entrances, backing over curbs and sidewalks or placing illegal gates on their property.

Mayor Esquivel inquired if anything had been gained during the recreational vehicle hearing process conducted by former Council Member Robert Wagner several years ago.

Council Member DuBois reported that although much information had been received and testimony given, no action resulted from the hearings.

The City Manager concluded by stating that with an enormous amount of data that had been collected and a number of options presented, staff would be prepared for further direction by the City Council.

Council Member Croft expressed concern that as recreational vehicle parking was banned in surrounding cities, vehicles owners would begin storing their vehicles on Lakewood streets.

Council Member Rogers stated that City Council Members needed time to review the information presented and would communicate through the Mayor for scheduling of a follow up meeting.

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ADJOURNMENT

There being no further business to be brought before the City Council, Mayor Esquivel adjourned the meeting at 7:20 p.m.

Respectfully submitted,

Denise R. Hayward, CMC

City Clerk