

City Council Meeting | eComment Report  
October 14, 2025

Agenda Item	Name	Email	Comment	Position	Attachment URL
ADOPT A RESOLUTION TO APPROVE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF HERMOSA BEACH AND THE MANAGEMENT GROUP EFFECTIVE JULY 1, 2025 JUNE 30, 2028 - 25-AS-082	tony for better performance standards	[REDACTED] [REDACTED] [REDACTED]	Please see above PDF describing improvements in the performance standards the city uses to evaluate exceptional performance for senior managers	No Position	

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ADOPT A RESOLUTION TO APPROVE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF HERMOSA BEACH AND THE MANAGEMENT GROUP EFFECTIVE JULY 1, 2025 JUNE 30, 2028 - 25-AS-082	tony for better performanc e standards	[REDACTED] [REDACTED] [REDACTED]	please see PDF link above on City Management Group Performance Standard Shortcomings.  Sorry for duplicates. Asked staff to delete	No Position	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20422">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20422</a>

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<p>ADOPT A RESOLUTION TO APPROVE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF HERMOSA BEACH AND THE MANAGEMENT GROUP EFFECTIVE JULY 1, 2025 JUNE 30, 2028 - 25-AS-082</p>	<p>Laura Pena</p>	<p>[REDACTED]</p>	<p>Dear Mayor, Council Members, and Staff - As a resident who deeply values good governance, I am writing to express concern regarding the lack of measurable performance standards and transparency in the City's current management evaluation system. While I appreciate the dedication and hard work of our City leadership, the newly proposed Management MOU highlights the need to align pay and benefits with clear, outcome based performance indicators that reflect our City's adopted goals and long term fiscal outlook.</p> <p>Link Performance Standards to Citywide Goals: The City's stated mission and vision should form the foundation of all departmental goals and annual performance metrics. However, many existing performance standards are activity based rather than results based, tracking outputs such as meeting attendance or record acknowledgements instead of tangible outcomes like service quality, fiscal accuracy, or project delivery.</p> <p>I respectfully recommend that the City require each department to establish a concise set of quantifiable performance metrics directly tied to Plan Hermosa and City Council priorities. Examples might include:</p> <p>Community Development: Average permit turnaround times; Housing Element compliance progress; percentage of CIP projects delivered on time and within budget.</p> <p>City Clerks Office: Average completion time for Public Records Requests; record retention and digitization milestones.</p> <p>Public Works: Infrastructure projects meeting performance targets; proactive maintenance completion rates.</p>	<p>No Position</p>	

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			<p>Police Department: Resident satisfaction scores related to safety enforcement and community engagement.</p> <p>These metrics should be measurable, updated regularly, and presented to the public through a transparent performance dashboard.</p> <p>Make Performance Outcomes the Basis for Bonuses: If the our City intends to maintain its Management Performance Bonus Program, it is critical that bonuses are awarded only when performance outcomes demonstrate meaningful progress toward adopted goals. Exceptional performance must be defined through data, not subjective interpretation. For example:              90100% of targets met: 810% bonus              7589% of targets met: 57% bonus              Below 75%: No bonus eligibility</p> <p>This structure ensures bonuses reward measurable improvements in service delivery, efficiency, and community satisfaction, rather than generic performance ratings.</p> <p>Publish Annual, Anonymized Performance Summaries: To maintain privacy while enhancing public trust, I recommend the City publish an annual anonymized performance summary showing aggregate outcomes and bonus distributions.</p> <p>This summary could include:              The average percentage of performance targets achieved by department.              Total amount of management bonuses awarded and the corresponding performance outcomes.              Narrative highlights of major accomplishments and areas for improvement.</p>		

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			<p>This type of disclosure mirrors best practices in peer cities and would significantly enhance transparency. It would also help residents understand how their tax dollars support measurable results and continuous improvement.</p> <p>Strengthen Fiscal Accountability and Public Engagement: Given that projected salary and benefit growth outpaces expected General Fund revenue, the City should adopt a Fiscal Review Clause requiring a mid-term cost and performance audit (FY 2027) to assess whether compensation growth aligns with fiscal sustainability.</p> <p>Additionally, our City should provide residents a structured way to weigh in on service outcomes and priorities through annual community satisfaction surveys and online feedback tools. Incorporating public input into the performance evaluation process will strengthen trust and reinforce alignment between staff priorities and community needs.</p> <p>We are a small city with big aspirations and a community that cares deeply about transparency, fiscal discipline, and results. By tying performance metrics directly to measurable outcomes, publishing clear progress data, and linking bonuses to verified achievements, our City can lead by example in building a performance culture that is both fair to staff and accountable to residents.</p> <p>As always, I appreciate your thoughtful consideration. Laura Pena</p>		

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ADOPT AN ORDINANCE AMENDING HERMOSA BEACH MUNICIPAL CODE SECTION 10.36.010 TO INCREASE PARKING METER RATES - 25-AS-083	MC Guerry	[REDACTED]	I urge you to approve raising parking rates. Cities are cleaner and safer when parking is priced fairly.	-	
ADOPT AN ORDINANCE AMENDING HERMOSA BEACH MUNICIPAL CODE SECTION 10.36.010 TO INCREASE PARKING METER RATES - 25-AS-083	Howard Lee	[REDACTED]	Click/Tap these words and then Click/Tap the Blue attachment link to read PDF comment.	-	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20419">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20419</a>

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ADOPT AN ORDINANCE AMENDING HERMOSA BEACH MUNICIPAL CODE SECTION 10.36.010 TO INCREASE PARKING METER RATES - 25-AS- 083	Hermosa Beach Chamber of Commerce	[REDACTED] [REDACTED] [REDACTED]	<p>Dear Honorable Mayor and Councilmembers,</p> <p>On behalf of the Hermosa Beach Chamber of Commerce and our business community, I want to express our opposition to the proposed parking rate increases. While we fully understand the City's responsibility to fund essential services and manage parking efficiently, this proposal - raising meters to \$3.00/hour and beach lots to \$3.50/hour - is far from incremental. Based on the City's own data, we're looking at increases of up to 75% during the day. These kinds of jumps hit hardest in the daytime and off-season months when local businesses, employees, and visitors are already facing economic pressure.</p> <p>Hermosa Beach would suddenly have the highest coastal parking rates in the South Bay, surpassing both Redondo and Manhattan Beach. For families deciding where to spend the day or customers choosing where to shop and dine, these new fees could easily deter them from coming here at all. If rates are going to rise, they should do so gradually, aligned with demand, seasonality, and supported by current infrastructure. We urge the Council to reconsider this approach and instead prioritize a phased model, with smart demand-based pricing implemented once the system is equipped to support it.</p> <p>Thank you for your continued partnership and for considering the real-world impact on our business community.</p> <p>Respectfully, Michelle Crispin President &amp; CEO Hermosa Beach Chamber of Commerce and Visitors Bureau</p>	Against	

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ADOPT AN ORDINANCE AMENDING HERMOSA BEACH MUNICIPAL CODE SECTION 10.36.010 TO INCREASE PARKING METER RATES - 25-AS- 083	Andrew Gawdun	[REDACTED] [REDACTED] [REDACTED]	<p>Dear City Council,</p> <p>You have to have regular business and visitor traffic to actually make money on meters. Just raising the cost won't do much. From what I understand MB rates are \$2.50 an hour, RB is \$2 an hour and of course the shopping and dining malls around us offer free parking. (Del Amo, The Point, MB Village). Continues to show reason to shop and dine those other places if this is passed.</p>	Against	

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<p>ADOPT AN ORDINANCE AMENDING HERMOSA BEACH MUNICIPAL CODE SECTION 10.36.010 TO INCREASE PARKING METER RATES - 25-AS-083</p>	<p>Amanda Holsinger</p>	<p>[REDACTED]</p>	<p>Dear Honorable Mayor and Members of the Hermosa Beach City Council,</p> <p>I am writing to express my strong opposition to the proposed increase in parking rates within the City of Hermosa Beach. While I understand the City's need to generate revenue and manage parking demand, raising parking rates is not the solution if our goal is to attract residents, visitors, and shoppers to our downtown area.</p> <p>An increase in parking fees would make Hermosa Beach the most expensive coastal city in the South Bay for parking with neighboring Manhattan Beach currently at \$2.50 per hour and Redondo Beach at \$2.00 per hour. Such a change would discourage people from visiting our city, particularly when nearby destinations like The Point, Manhattan Village, and Del Amo Mall all offer free parking and convenient shopping experiences.</p> <p>This policy would place our local businesses at a severe disadvantage. Small, independent shops and restaurants depend heavily on foot traffic and spontaneous visits both of which decline sharply when parking becomes costly or inconvenient. Higher parking rates would not only deter potential visitors but would also undermine years of effort to build a vibrant, welcoming downtown environment.</p> <p>Instead of raising rates, I encourage the City to explore alternative strategies that support both fiscal goals and economic vitality.</p> <p>Hermosa Beach's charm lies in its community spirit and local business culture. Increasing parking rates risks eroding these values and driving commerce away from our city center.</p> <p>Thank you for your consideration and for your continued support of Hermosa Beach's local business community.</p> <p>Sincerely, Amanda Holsinger</p>	<p>Against</p>	

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Agenda Item	Name	Email	Comment	Position	Attachment URL
<p>APPROVAL OF 2026 RETURNING IMPACT LEVEL III SPECIAL EVENT - 25-CR-070</p>	<p>Laura Pena</p>	<p>[REDACTED]</p>	<p>Dear Mayor, Council Members and Staff - As both a resident and local business owner, I want to share my concern about the proposal to add a second Nothing Weekend in the 2026 Special Events Calendar (Consent Calendar Item 15.f, Returning Impact Level III Special Events).</p> <p>The Nothing Weekend policy serves a reasonable purpose, giving residents and staff a breather during our busy summer season. However, expanding that concept to two weekends could unintentionally harm our small businesses, many of which already face slower weekdays and rely on steady weekend activity to stay sustainable.</p> <p>Weekends are when our community feels most alive where visitors stroll through our downtown, dine outdoors, enjoy live music, and discover local shops. These moments dont just strengthen our economy, they strengthen our sense of place and community pride. A second Nothing Weekend would reduce opportunities for those organic connections and limit even small scale events that bring people together without placing heavy demands on City resources.</p> <p>I respectfully ask City Council to pull this item from the Consent Calendar for discussion and to maintain a single Nothing Weekend during the peak season, consistent with the original intent of the policy.</p> <p>Our City thrives when we balance community quality of life with a healthy, vibrant local economy. I truly believe we can achieve both by keeping our event policy simple, fair, and business friendly.</p> <p>As always, I appreciate your thoughtful consideration. Laura Pena</p>	<p>Against</p>	

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<p>APPROVAL OF 2026 RETURNING IMPACT LEVEL III SPECIAL EVENT - 25-CR-070</p>	<p>tony for another "nothing week"</p>	<p>[REDACTED]</p>	<p>Dear City Council,</p> <p>Having a pristine downtown beach area free of any sign of special events on occasion is good thing and appreciated by many residents.</p> <p>We already have downtown special events or set up and tear down on the vast majority of summer days.</p> <p>Off peak-season its usually around 15 days a month.</p> <p>Having a second summer "nothing weekend", if that is what is being proposed, would be a good thing for residents and visitors alike and help preserve our small beach town culture.</p> <p>Most residents dont want Hermosa to turn into Venice or Long Beach.</p> <p>Thanks, tonyhiggins</p>	<p>For</p>	

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<p>APPROVAL OF THE COMMENCEMENT OF LONG-TERM AGREEMENT NEGOTIATIONS FOR THE AAU HERMOSA BEACH CHAMPIONSHIPS, AVP JUNIOR NATIONAL CHAMPIONSHIPS, AND JVA/BVCA NATIONAL CHAMPIONSHIPS - 25-CR-056</p>	<p>Todd Tullis</p>	<p>[REDACTED]</p>	<p>As LTA negotiations with AAU commence, please consider requesting the Park &amp; Rec Department to maintain more balance between organized tournaments and open public use of the North Volleyball courts. As the South courts are used nearly year round for classes, the North courts are the only ones at the pier available in the mornings for public use.</p> <p>In 2024 only 40% of weekend days were used for tournaments. In 2025 this increased to 48%. For 2026 this is proposed to increase further to 60%. Based on a material increase in requested AAU dates for for 2027, this could jump to 65% or more. Such steady increases limit access for the many public groups who regularly come to Hermosa to play at the Pier.</p>	<p>For</p>	
<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>MC Guerry</p>	<p>[REDACTED]</p>	<p>I urge you to reject a holiday free parking program. While it seems to help, any benefits are short-term and not significant. Instead, the city should focus on policies that promote year-round success for businesses like encouraging full-time residents in Hermosa Beach and reducing the high cost of housing in the city.</p>	<p>Against</p>	

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<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Todd Tullis</p>	<p>[REDACTED]</p>	<p>If a free parking program won't actually drive more parking visitors (which is implied by the Staff Report meter demand analysis), then perhaps there is not much rationale for this program. The big missing voice is that of our Hermosa merchants. I'm curious what they experience in terms of customer visits over the non-summer months and whether they believe that free parking meters has made a material difference customer visits in previous Decembers.</p>	<p>No Position</p>	
<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Laura Pena</p>	<p>[REDACTED]</p>	<p>Dear Mayor, Council Members, and Staff - As a local business owner, I strongly support continuing the Holiday Parking Program. Every year, when those red bags go up, we see an immediate boost in goodwill, foot traffic, and local spending. Its a noteworthy gesture with a big impact, showing that the City values its small businesses and the community we serve.</p> <p>This program is more than free parking; its an investment in our local economy and holiday spirit. Our neighboring cities have already made it a tradition, and its time we lead rather than follow.</p> <p>The staff report notes the Citys lost meter and citation revenue but doesnt reflect the sales tax revenue generated from increased local shopping and dining. Thats a key part of the equation. The program is an investment that helps sustain our local economy during the slower winter months.</p> <p>We also need to consider the larger cost if visitors and residents choose to celebrate and shop in Manhattan or Redondo, where free holiday parking is already a given. We shouldnt be the city that follows it should be the one that leads.</p> <p>When people feel welcome and appreciated, they stay longer, spend more, and return often. Lets continue the program and keep this cherished Holiday tradition alive. Because sometimes, the smallest gifts of a waived meter fee, a red bag, a kind gesture can make the biggest difference in how people feel about their city.</p> <p>As always, I appreciate your thoughtful consideration. Laura Pena</p>	<p>For</p>	

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<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Michelle Crispin</p>	<p>[REDACTED]</p>	<p>Dear Mayor, Council Members, and City Staff,</p> <p>On behalf of the Hermosa Beach Chamber of Commerce and our local business community, I want to express our strong support for continuing the Holiday Parking program. The Free Parking bags on meters are a visible sign that the City supports its businesses and values the people who live, work, and shop here. We consistently hear from business owners that this gesture from the City makes a big difference in foot traffic, customer sentiment, and holiday sales.</p> <p>The program helps level the playing field with neighboring cities that offer complimentary holiday parking and have made it part of their annual tradition. More importantly it sends the message that Hermosa Beach is open, welcoming, and committed to a thriving local economy. While the staff report outlines the potential revenue lost in meters and citations, it doesn't account for the increased sales tax revenue and goodwill generated when people choose to spend their time and money here during the holiday season.</p> <p>The Holiday Parking Program is a smart investment in our community at a time when businesses need it most. Let's keep the tradition going.</p> <p>Thank you,</p> <p>Michelle Crispin President &amp; CEO Hermosa Beach Chamber of Commerce &amp; Visitors Bureau</p>	<p>For</p>	
<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Kathleen Knoll</p>	<p>[REDACTED]</p>	<p>Please approve the holiday free parking. This has become a wonderful tradition and our locals and visitors enjoy the Hermosa holiday spirit. As well as it encourages people to come Hermosa beach for their holiday shopping and enjoy our restaurants and bars during November and December. Our neighboring cities offer it as well so if for some reason we do not have it -it will really hurt Business in Hermosa Beach. Thank you for your time and considering this matter. Kathy Knoll, Uncorked Wine Shops</p>	<p>For</p>	

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<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Andrew Gawdun</p>	<p>[REDACTED]</p>	<p>Aloha City Staff and Council,</p> <p>As a business owner here in Hermosa Beach approving the annual Holiday Parking Program has great impact on the business community and fosters a greater appreciation for said businesses. It invites folks to spend time here and dine, and shop, supporting the greater economy in our beach community. On the retail side of things, the weeks between Black Friday and Christmas Day are pivotal and have the most impact on do we make or break it during the MOST important time for retailers. We fight against major chains that have wildly large budgets to market and attract folks to shop them and not with us. These 4 to sometimes 6 weeks help sustain us when the first few months of the year are typically the quietest here in town. As prices rise for all local shops due to the tariff trade war mess many folks will find ways to save. Incentivizing folks to shop locally with free parking is a positive direction when retailers need it most. For the dining side of things this helps invite folks into the amazing restaurants that are gaining wide attention to hopefully have their holiday parties or dinners here instead of going to elsewhere.</p> <p>I can keep going if I need to on the positives PR passing this program gives... But please just do the right thing and support the local business community. Don't you all claim to be business friendly? Or is that just a facade?</p> <p>-Andrew</p>	<p>For</p>	

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<p>CONSIDERATION OF A COMPLIMENTARY HOLIDAY PARKING PROGRAM - 25-CMO-067</p>	<p>Amanda Holsinger</p>	<p>[REDACTED]</p>	<p>Dear Honorable Mayor and Members of the Hermosa Beach City Council,</p> <p>Every year, our clients look forward to shopping in downtown Hermosa Beach during the holiday season, in large part because of the City's free holiday parking initiative. This small gesture provides a meaningful sense of relief during the busy shopping season and contributes greatly to a positive experience for residents and visitors alike.</p> <p>The program not only alleviates the stress associated with holiday errands but also demonstrates that the City values its local businesses and is committed to supporting a thriving downtown economy. Offering free parking during the holidays sends a clear message that Hermosa Beach welcomes and encourages community engagement and local commerce.</p> <p>Removing this initiative would have a significant negative impact on local businesses. When shoppers must worry about parking costs or time limits, many will choose to take their business elsewhere. Maintaining the free holiday parking program ensures that Hermosa Beach remains a vibrant, accessible, and inviting destination throughout the holiday season.</p> <p>I respectfully urge the City Council to continue supporting this valued tradition and to reaffirm its commitment to the economic vitality and community spirit of downtown Hermosa Beach.</p> <p>Sincerely, Amanda Holsinger</p>	<p>For</p>	

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CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	MC Guerry	[REDACTED]	I urge you to not take a position on the K (C) line extension to Torrance. This does not affect the city directly and you should not waste the city's time on this matter. If you do take a position, I urge you to support the Hybrid LPA option. It will be built sooner and is the best use of taxpayer funds. It also connects to existing and planned bike lanes. As a frequent public transportation user, cyclist, and resident of this city, I see this as the best option for those who would use this line.	Against	
CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Jill Klausen	[REDACTED]	I am a neighbor in Redondo Beach, having lived in the South Bay for 31 years. I would like you to take a position against the Metro ROW route and in favor of the Hawthorne route for the extension of the Green line. The ROW is not only wrong because it will adversely affect homeowners asking the route, it's also bad for commuters and for local businesses, as it has no place to stop for people to get to jobs or to patronize businesses. The Hawthorne route will be a boon for the local economy and far more convenient for commuters. Thank you for your consideration.	For	

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CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Bob Wolfe	[REDACTED]	Please see attached .pdf for a detailed analysis. Ideally, the Hermosa Council should support Metro staff's Hybrid Option, or at a minimum, support the project w/o weighing in on the issue of routing, given the voluminous record and the limited time available for this agenda item. The Hawthorne Option is the worse possible alternative.	No Position	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20413">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20413</a>

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Chelsea Schreiber</p>	<p>[REDACTED]</p>	<p>Good evening, Councilmembers,</p> <p>My name is Chelsea Schreiber, and Im here tonight to ask you to stand with our neighboring communities - Lawndale, North Redondo Beach, and Hawthorne - by supporting the Hawthorne Boulevard route and opposing the Hybrid ROW route. When your city was fighting the oil companies years ago, I was a Redondo Beach resident who showed up here in Hermosa Beach to support you. We stood together because we knew that protecting one South Bay city protects us all. Tonight, Im asking you to do the same for us - to stand with your neighbors.</p> <p>The communities along the Right-of-Way are facing a project that will move freight trains closer to homes, and run 200 to 300 trains per day, every four minutes, through densely populated neighborhoods. This would expose residents, many of them children and seniors, to toxic particulate matter, vibration damage, and constant noise, not for months, but for generations. Metros own reports admit that these impacts are severe and unmitigable. Yet theyre still pushing forward. We recently discovered a letter from Torrance Logistics Company - the operators of critical fuel pipelines in that same corridor - warning Metro about the very dangers weve been raising: the risk of derailment, explosion, and catastrophic damage to nearby homes.</p> <p>If Metro proceeds down the ROW, this isnt a matter of if something goes wrong, its when. Stand with us to protect our communities, as we have done for you. The Hawthorne Boulevard route, by contrast, is the safer, smarter option. It runs through a wide commercial corridor, away from homes and schools, where impacts can be mitigated and safety can be ensured.</p> <p>Hermosa Beach has always been a leader in standing up for whats right. Please stand with us again, stand with your South Bay neighbors, and tell Metro that the Hybrid ROW route is not acceptable.</p> <p>Thank you.</p>	<p>For</p>	

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Chelsea Schreiber</p>	<p>[REDACTED]</p>	<p>Response to Bob Wolfe's Comments on Agenda Item 17c Metro C-Line Extension -</p> <p>To the Honorable Hermosa Beach City Council,</p> <p>With all due respect to Mr. Wolfes experience and enthusiasm for Metro, his comment letter supporting the Hybrid ROW route is a masterclass in detached idealism and dismissive oversimplification of the serious, life-altering impacts this project would bring to thousands of residents along the freight corridor.</p> <p>Lets set the record straight:</p> <p>The Real Dangers of the ROW</p> <p>Mr. Wolfe calls opponents fearmongers spreading misinformation, but the facts say otherwise:</p> <p>Metros own Environmental Impact Report (EIR) calls the impacts of the Hybrid ROW alignment severe and unmitigable.</p> <p>Torrance Logistics Company, which operates fuel pipelines in the ROW, submitted a formal letter warning Metro about derailment risks, pipeline exposure, and threats to public safety.</p> <p>This corridor already carries freight trains with hazardous materials, and Metros plan would move those freight tracks closer to homes, schools, and parks, without a clear plan for emergency mitigation.</p> <p>Mr. Wolfes vision of riding to SoFi and the Lucas Museum is charming, but we dont trade safety for stadium access. This isnt a not in my backyard issue, its a don't move a freight train 5 feet by to anyones home issue.</p>	<p>For</p>	

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			<p>He mocks concerns about property values, noise, and quality of life by comparing the South Bay to Cheviot Hills. But unlike Cheviot Hills, we're dealing with active freight lines, contaminated soil, and a complete lack of independent oversight.</p> <p>Additionally, the much-hyped bike path Mr. Wolfe refers to is just eight blocks long and connects to nothing. Metro is presenting it as a bonus for the community to win over cyclists, but they fail to mention that its a dead-end path no one asked for. Lawndale residents would much rather see this green corridor preserved in its current, natural statenot paved over for an isolated strip of concrete disguised as progress.</p> <p>The South Bay Stands Together</p> <p>When Hermosa Beach fought Big Oil, residents from Redondo, Lawndale, and beyond showed up. We fought for your safety like it was our own. Now, were asking you to do the same.</p> <p>This is not the time to cheerlead Metros lowest-cost option. This is the time to ask: What kind of future do we want to buildand who will pay the price if we get it wrong?</p> <p>Please stand with your neighboring cities. Support the Hawthorne Blvd alternative and reject the deeply flawed, high-risk Hybrid ROW.</p>		

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Karen Ruby</p>	<p>[REDACTED]</p>	<p>Dear HB Councilmembers,</p> <p>Were writing on behalf of residents in Lawndale, North Redondo Beach, and Torrance to thank you in advance for considering a position on the Metro C-Line Extension, and to urge you to stand with our communities in support of the Hawthorne Boulevard alignment and in opposition to the Hybrid ROW (Right-of-Way) route.</p> <p>As neighbors directly impacted by this project, weve seen firsthand the risks and harms the Hybrid ROW would bring:</p> <p>200300 trains per day, passing just feet from homes and schools</p> <p>Exposure to toxic air pollution (arsenic from the 100+ year old railroad ties during construction), vibration, and near-constant noise</p> <p>Years of disruptive construction, followed by a permanent rail line</p> <p>The destruction of one of the last green corridors in the South Bay</p> <p>Worse, Metro itself has acknowledged these impacts as "severe and unmitigable" and yet the project is still moving forward.</p> <p>We recently came across a formal comment letter from Torrance Logistics Company, which operates critical pipelines along the ROW, warning Metro of the same risks weve been raising: derailment, pipeline damage, and devastating consequences for residents and infrastructure. Their concerns confirm what weve been saying all along - this route is a disaster waiting to happen.</p>	<p>For</p>	

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			<p>This isnt just about trains. Its about safety. About livability. About protecting communities from unnecessary harm when a safer, elevated option down the wide median of Hawthorne Blvd exists.</p> <p>You have the opportunity to take a stand, to join us and say no to Metros dangerous ROW plan and yes to a smarter, safer solution.</p> <p>We hope youll join the growing list of cities and community groups calling for the elevated Hawthorne option. Your voice matters. Thank you for considering this urgent issue and for helping protect the South Bay.</p> <p>Karen Ruby South Bay Environmental Justice Alliance</p>		

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>John</p>	<p>[REDACTED]</p>	<p>Dear Hermosa Beach Council,</p> <p>I am writing to ask that you take a position on the C/K-Line Extension to Torrance by voicing support for the HAWTHORNE BLVD route and voice opposition to the inequitable "Hybrid ROW" alternative. By voicing your opposition to the "ROW", you are showing solidarity with your friends and neighbors in Redondo Beach, Lawndale and Hawthorne -- all of whom have city councils who have voted "No to ROW" and "Yes to Hawthorne Blvd." While a letter from the City of Hermosa Beach is not going to make or break this project or change the decision of the metro board, it WILL show that you care about your neighbors and their fight to keep this project from being built dangerously close to homes.</p> <p>Those who support the ROW show little regard for how this project will impact more than 1,100 residences along the corridor. Even before the light rail goes into operation, residents will have to live through 6-8 years of brutal construction and trenching just 10 feet from bedroom windows in some spots. I urge you to go walk the ROW at 170th Street in Lawndale and see for yourself just how close trenching operations will be to homes. I have attached a rendering to show you just how close petroleum freight and light rail will be to homes.</p> <p>On top of this, Metro will demolish hundreds of mature trees and a green belt along the ROW that (for better or worse), residents use as their only space for recreation. Replacing it with a small, 8-foot wide bike path for a few blocks is NOT a replacement or improvement for what residents already enjoy. Can you imagine giving up Hermosa Beach's cherished green belt (once a rail line) and building 3 tracks on top of it? It would be unthinkable.</p> <p>Updated construction timelines from Metro show that building the Hawthorne Blvd route will only take 8 more months than the Hybrid ROW (Hawthorne estimated to open in December 2036 and Hybrid ROW opening in March 2036).</p>	<p>For</p>	<p><a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20417">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20417</a></p>

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			<p>While Hawthorne Blvd is indeed \$700 Million more expensive, both project options are SEVERELY underfunded at the moment and will require Metro to seek additional funding sources (they are \$1.3 BILLION short for even the Hybrid ROW). Why not go after the extra money and build this project the right way?</p> <p>Again, I urge you to join your neighboring cities and vote to voice support for the Hawthorne Blvd route and not the ROW alignment.</p>		
<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>JC</p>	<p>[REDACTED]</p>	<p>I am writing to express my strong opposition to Metro's Hybrid ROW alignment for the C-Line/K-Line Extension and hope you will do the same. This route will move active petroleum freight trains closer to homes in Lawndale and Redondo Beach and subject residents to years and years of construction impacts. Metro's own environmental impact report says the impacts from construction will be "severe and unavoidable" for thousands of residents. Why would anyone accept that when there is a less impactful choice on Hawthorne Blvd on top of an old red car line?</p> <p>This isn't about opposing transit -- supporting a Hawthorne route is still supporting the project. This is about demanding common sense solutions to this project that doesn't put thousands of South Bay residents at risk. Please stand with the communities most impacted by this project and support the Hawthorne Blvd route.</p>	<p>For</p>	

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CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Alina Rodriguez	[REDACTED]	<p>As someone who lives near the freight corridor, I'm deeply concerned about Metro's plan to run the C-Line Extension through the ROW. It would move hazardous freight trains dangerously close to homes including mine, and I've seen no clear plan for protecting our families if there's an emergency. No one should have to trade safety for transit. The Hawthorne Blvd option may cost more, but it avoids these health and safety risks.</p> <p>I urge you to reject the Hybrid ROW alignment and support a route that doesn't come at the expense of our neighborhoods.</p>	For	
CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Colleen Villegas	[REDACTED]	<p>Dear Mayor and City Council,</p> <p>Thank you for putting this item on your agenda. I would like to strongly encourage you to support the Hawthorne Blvd. for the Metro C-Line extension to Torrance. This alignment puts public transportation along the commercial corridor where it is best utilized for the future of the South Bay. It also solves the very serious safety concerns of running two light rail trains next to a train carrying liquid petroleum dangerously close to homes. In addition, it keeps a quiet green space and hundreds of mature trees that absorb greenhouse gasses and protect the neighborhood. Thank you.</p>	For	

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Brianna Egan</p>	<p>[REDACTED]</p>	<p>Dear Hermosa Beach City Council, Thank you for considering taking a position on the Metro C Line Extension to Torrance Project. This is a once-in-a-lifetime project for the South Bay, made possible by Measure M tax dollars for the benefit of the region. As a rider of Metro transit and a resident of Redondo Beach, I strongly feel this project will be a game-changer for the Beach Cities, connecting us with high-quality transit, boosting our local transit system, and providing viable alternatives to driving and commuting along the larger Metro rail system. As a public health and healthcare professional, I understand the extensive benefits of public transit to reduce traffic injuries, improve air quality, and eliminate pollution in impacted communities. This project is no different. Metro has a proven and safe track record of building light rail adjacent to freight rail and homes across LA County, including in West LA (E Line) and the San Gabriel Valley (A Line). I strongly urge you to review the extensive materials in the Final EIR found on the project page: metro.net/clext. Metro has taken thorough measures to respond to community concerns. The Hybrid Alternative is fully grade-separated, eliminating potential conflicts with cars and pedestrians. It upgrades the aging rail right-of-way with modernized freight tracks and pedestrian crossings, making things much safer for neighbors than they are currently. The Metro Board selected Hybrid as the LPA because it makes the most use of available funds and provides community benefits. It is far more feasible than the Hawthorne option which would delay the project even longer requiring approvals with Caltrans and SCE. Pertinent to Hermosa Beach, the Hybrid Alternative will be built sooner and is at least \$700 million less than Hawthorne Blvd, making the best use of taxpayer funds. It will also be located closer to Hermosa Beach and provide easier access to Redondo Beach Transit Center and the various Beach Cities Transit and Torrance Transit lines that serve Hermosa Beach residents. Plans for neighborhood walk/bike paths will provide accessible bike connections from Hermosa Beach. As Hermosa Beach leaders have stated in the past, there are no substantial reasons for Hermosa to be compelled to support Hawthorne. Community and business organizations across the South Bay and LA County support the Hybrid Alternative. Please take a position of support for the project, either neutral in alignment or in support of the Hybrid Alternative, for the numerous benefits to Hermosa Beach and the South Bay. Thank you.</p>	<p>For</p>	

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Christopher Truman</p>	<p>[REDACTED]</p>	<p>Thank you for taking the time to consider the Metro C Line Extension to Torrance project. This project, funded by Measure M, is a great opportunity to improve transit across the South Bay and make it easier for all of us to get around.</p> <p>As a regular Metro rider, I believe this extension will be a real benefit for the Beach Cities. It will connect our communities with reliable light rail service, reduce traffic, and give people more options to commute without driving.</p> <p>I also see how important this is for safety and clean air. Public transit helps reduce traffic injuries, cuts pollution, and improves quality of life in neighborhoods affected by heavy car traffic. Metro has a strong track record of building safe light rail alongside homes and freight lines in other parts of Los Angeles, like the E Line and A Line.</p> <p>I encourage you to review the Final EIR at <a href="https://metro.net/clext">https://metro.net/clext</a>. The Hybrid Alternative, which Metro selected as the preferred option, is fully grade-separated keeping trains and cars apart for safety and upgrades the old rail corridor with better tracks and safer crossings. Its also the most practical and cost-effective choice: at least \$700 million less than the Hawthorne route and faster to build, since it avoids extra state approvals.</p> <p>For Hermosa Beach residents, the Hybrid route will be closer, with easier access to the Redondo Beach Transit Center, Beach Cities Transit, and Torrance Transit lines. It also includes plans for new walking and biking paths that could connect to Hermosa in the future.</p> <p>Community and business groups across the South Bay support the Hybrid Alternative because its safe, affordable, and ready to go. I hope Hermosa Beach will do the same by taking a supportive or neutral position to help move the project forward.</p> <p>Thank you again for your time and for your service to our community.</p>	<p>For</p>	

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CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Dave M	<div style="background-color: black; width: 100%; height: 1.2em; margin-bottom: 2px;"></div> <div style="background-color: black; width: 100%; height: 1.2em;"></div>	As a daily Metro C-Line rider commuting from Norwalk to South Bay, I encourage you to support this project. Right now, it is difficult to get further than Redondo Beach into other areas of South Bay without have to take a train and at least another bus or two. Please support the Locally Preferred Alternative and get this project built.	For	

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>K. Marino</p>	<p>[REDACTED]</p>	<p>Dear Hermosa Beach City Council members,</p> <p>As a Hermosa Beach resident for more than half a decade, I am writing to ask that you support the Hybrid Alternative Locally Preferred Alternative (LPA) option for the C Line Extension to Torrance. While this project does not impact Hermosa Beach directly, I believe that it will indirectly benefit Hermosa Beach. Both the lack of business and lack of parking have been long-standing issues in Hermosa and affect each other- a lack of transportation infrastructure prevents people from patronizing our businesses. The LPA Redondo Beach Transit Center (RBTC) station would help this issue, both with bus connectivity and bike connectivity. With bus connectivity, Hermosa already has a bus that almost directly connects to the proposed RBTC station- the Torrance Transit 13, which takes about 15 minutes. This would open up opportunities for people to visit Hermosa Beach and support our businesses without adding to the car infrastructure burden. In particular, I live near Hermosa Avenue, which presents many safety concerns from car use during high tourism and car throughput times. I believe that offering an alternative method to visit Hermosa will also increase the safety of and decrease the noise and pollution for the residents here by reducing car traffic. This would also provide opportunities for Hermosa Beach residents to have a cheap and fast method to go to LAX, as it's estimated that it will take 20 minutes to get from the RBTC stop to the LAX metro center. The LPA would also create bike paths that connect to Redondo Beach, adding to the bike infrastructure Hermosa has access to.</p> <p>The Hawthorne option would be a disservice to Hermosa Beach residents because there is little public transit infrastructure to get to the proposed station and there would be no bike paths created as in the LPA. I've taken public transit, which involves 2+ buses, to get to the Del Amo Mall before, and on top of taking almost an hour to get there, Hawthorne Boulevard and the surrounding infrastructure is extremely hostile to pedestrians. It is neither safe nor enjoyable to walk along a 10 lane road that has no street cover and very few sidewalks to get to shops and restaurants.</p> <p>The RBTC area has a unique opportunity to create new businesses and residencies with the closing</p>	<p>For</p>	

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CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066	Niki Negrete-Mitchell	[REDACTED]	<p>Yes, supporting the SAFEST option whether or not you feel directly impacted is the right thing to do in the interest of both public safety and being a good neighbor to those who are SEVERELY impacted.</p> <p>Also the economic benefits of the Hawthorne Bl route far outweigh any other option.</p> <p>Most importantly however, are the absolute environmental hazards that are of serious concern to management at the Torrance refinery where the last mile is routed through. Consequences there would be as anyone can imagine catastrophic. I have included their letter to Metro raising their concerns.</p>	For	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20423">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20423</a>

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<p>CONSIDERATION OF A POSITION ON LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY C LINE EXTENSION ROUTE INTO TORRANCE - 25-CMO-066</p>	<p>Brandon Lim</p>	<p>[REDACTED]</p>	<p>Dear Hermosa Beach City Council,</p> <p>Thank you for taking the time to consider a position on the Metro C Line Extension to Torrance. The Hybrid (Locally Preferred Alternative) serves EVERYONE, and I urge you to support this option. There is a clear and immediate need in our community for alternatives to car dependency, and this is a huge step in the right direction.</p> <p>As a Hermosa Beach resident of 6 years, I see the significant positive impact that this will make for not only our Hermosa Beach community, but our South Bay community as a whole. The challenges that this city discusses seem to treat things like parking, traffic, safety, and support for local businesses all as separate issues, but in reality a lot of these things can be tied back to car dependency and the infrastructure we prioritize. Hermosa Beach is not unique in this challenge, but by taking a stance on the LPA, we can lead by example and do what's best for our community.</p> <p>The benefits for Hermosa Beach are tremendous. The Hybrid alignment will help connect our city to both planned and future bike/walk paths in Redondo Beach. Additionally, the K line stops at the Redondo Beach Transit Center, which can be connected by Beach Cities Transit and Torrance Transit buses. If we want to bring local visitors to Hermosa Beach and support our local businesses, this is one great way that is both cheaper AND faster than pushing for more parking infrastructure that we cannot afford.</p> <p>There are incredible benefits to this Hybrid alternative, and if you have any questions about the "downsides" and "dangers" that people are mentioning, I strongly encourage you to reference the Final Environmental Impact Report (FEIR). You will see that all of these concerns are addressed, and the Hybrid alternative is beneficial for everyone and in all ways.</p>	<p>For</p>	

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<p>INTRODUCE AN ORDINANCE AMENDING SECTION 2.52.040 OF THE HERMOSA BEACH MUNICIPAL CODE RELATING TO REVIEW OF PLANNING COMMISSION ACTIONS - 25-CDD-127</p>	<p>Nancy Schwappach</p>	<p>[REDACTED]</p>	<p>I am against this staff recommendation because I do not believe it is clear.</p> <p>First, the staff report refers to a "modernized" process to address applications for CUPs. Staff recommends that the City Councils review process of Planning Commission actions related to Conditional Use Permits be amended. However, the proposed ordinance seems to include all Planning Commission decisions including PDPs and/or any other matters in front of the Planning Commission. The city council may on its own initiative call up for review all actions of the planning commission.</p> <p>Second, assuming we become clear as to what matters must be appealed within 10 days of the PC hearing, I'm not clear on how the Council action works versus the appeal. Does the Council action (two Council members deciding to reconsider the matter) under this new process (receiving a notice and submitting a City Council Review Form) have to happen within a certain period of time before the 10th day?</p> <p>From a citizen appellant's point of view, one would need to make a decision to file an appeal, likely retain counsel, and pay ~\$3000 in fees in order to initiate an appeal. Then, if two Council members want to reconsider the matter, the appellant's expenditures are just wasted?</p> <p>The current process, I agree, may cause delay for applicants. But it allows citizen appellants a realistic opportunity to appeal a decision they do not agree with, and with which two Council members may ultimately disagree, without an unnecessary expenditure of personal funds for the public good.</p> <p>Please continue this matter until the process is clarified and folk have an opportunity to fully consider it.</p>	<p>Against</p>	

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INTRODUCE AN ORDINANCE AMENDING SECTION 2.52.040 OF THE HERMOSA BEACH MUNICIPAL CODE RELATING TO REVIEW OF PLANNING COMMISSION ACTIONS - 25- CDD-127	Nancy Schwappac h	[REDACTED] [REDACTED] [REDACTED]	Sorry, an add on to my below comment. How will citizens even learn whether two Council members have elected to have the matter reconsidered? So, even if they do so promptly, it seems a citizen appellant would have to go through the entire process, and pay the costs, even if Council members have elected to reconsider it?	Against	

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INTRODUCE AN ORDINANCE TO AMEND SECTIONS OF TITLE 2 OF THE HERMOSA BEACH MUNICIPAL CODE TO UPDATE THE TERMS OF OFFICE, APPOINTMENT, AND RESPONSIBILITIES OF CITY COMMISSIONS - 25-CCO-042	Todd Tullis	[REDACTED]	Consistent dates makes sense for commissioner roles; as do the smaller changes recommended in the Staff Report.	For	
PUBLIC COMMENT	Bette Mower	[REDACTED]	The article in all 3 of our local publications regarding the "highly lauded and successful" collaboration between HBPD and the School District is laughable. I hope the District didn't spend too much money on that program because it isn't working. The good kids who follow all the rules are not the target population and if the media had only paid attention when at the Mayor's Town Hall the ebike situation was overwhelmingly the center of attention, they could not have published such an article with any attention to journalistic integrity. It isn't working as evidenced by the poor behavior of teens on ebikes on the Plaza and Strand. We need solutions which should address not only the responsibility of the kids but their parents too. I suggest we start with addressing the teen gang called "Goons" who are guilty of most of the terrorizing of visitors to the Plaza. Stop them and we will have gone a long way in solving this issue.	No Position	

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PUBLIC COMMENT	Howard Lee	[REDACTED]	The word Routine needs to be restored to describing items placed on the Consent Calendar. Tonight the Consent ordinance to ADOPT the obscene meter rate increases introduced last meeting, needs to be reconsidered. Lets see who will pull consent item 15.d such that public comment can be taken, if existing. Or are you to be using the Suja introduced rubber-stamping of an ordinance to suck well over another million dollars from residents and visitors to the city? Its your choice. I frankly couldnt give a damn if you choose lazy government or better government.	-	
PUBLIC COMMENT ON THE CLOSED SESSION AGENDA	Matt McCool	[REDACTED]	Attached is the George Brunn v. City of Hermosa Beach civil complaint. I am in support of Ofc. Brunn, as I too, have been a target for retaliation by Landon Phillips.	For	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20426">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20426</a>
REVIEW OF THE CITIES RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Robert Aronoff	[REDACTED]	<p>My concern is Issue Four in the staff repor, Elimination of Event Permits. It needs to be restored! I had relied on them since 1988 for the one or two gatherings each year. The Event Permit is more important than just allowing me to pay for my guests parking, It allows them to relax while visiting and not have to leave so as to pay the meter. In short I believe the elimination of the Event Permit has not allowed me to be the host I want to be. Please restore this very valuable perk for living in Hermosa Beach.</p> <p>No one, Council Member, staff or citizen with whom I have spoken can remember any discussion when the current parking plan was adopted about eliminating Event Permits. I have had Council Members claim they did not vote to eliminate Event Permits. It is interesting the staff report only says, This option has been removed under the current program. There is no explanation of how and no one is taking credit. If you as a Council Member are going to vote to elimante the Event Permit please explain your reason to the public at the Council meeting.</p>	For	

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REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Todd Tullis	[REDACTED]	In 2025, the City sold over twice as many residential permits as there are yellow-meter and non-meter public spaces in the affected parking area (5,901 vs 2,817 - per 2019 Parking Management Study). Our policies should continue to encourage residents to park in private off street parking where it exists and support residents who truly do not have private off street parking. I favor continuation of the existing policies while preserving the City's ability to make exceptions for residences that truly do not have private off street parking.	Against	

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<p>REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080</p>	<p>Nancy Schwappach</p>	<p>[REDACTED]</p>	<p>When the craziness was happening a few years ago, I re-watched every Council meeting where the residential parking program was discussed. And then I learned about what came out at the other end, which often bore no relation to what was discussed. We did though, eventually, get back a guest "hang tag" which did not need to be tied to a vehicle registration. That was a small miracle.</p> <p>That said, in connection with recent unrelated advocacy efforts, I have heard a LOT about the residential parking program. My key takeaways are:</p> <ol style="list-style-type: none"> <li>1. Folk generally agree with a cap on number of permits per residence. However, 4 (vs 3 unless you have special circumstances) would have picked up something like 97% of the permits when this was first discussed (there is a chart out there, I can't find it right now). The outliers (11, 12, 23) were not specifically investigated and, I think, should have been, there were a very small number of them. So why not go with 4 for everyone, including the guest "hang tag"?</li> <li>2. The landlord passes were done away with thoughtlessly, in my opinion. I don't think a landlord pass per unit is needed. But a landlord pass per property is needed, I think, for contractors and others providing services to the property. This is most important in the one hour zone. If a landlord needs a plumber in the summer, where are they supposed to park? At least in the metered parking (where I am) we can just pay the meter. Restore 1 landlord pass per property, at least in the one hour zone.</li> <li>3. The new proof of residency requirements were, in my opinion, made up out of whole cloth by staff. The old system worked fine. Why are we punishing our part time residents who contribute just as much in property taxes and frequenting our businesses as full time residents? "I own or lease this property, I have a utility bill or other proof thereof, and I own this vehicle per the registration." That person should get a parking pass for that vehicle.</li> </ol> <p>The system was not materially broken and, in my opinion, staff and Council brought a bazooka to an issue where a pea shooter would have sufficed. The 23 parking passes were, I believe, a guy running a used car lot on north Hermosa Ave and putting a parking pass on each of them. That could have</p>	<p>No Position</p>	

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REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Nancy Schwappach	[REDACTED]	<p>And I would like to respond to Todd, who I have recently met and seems a thoughtful person. The number of permits issued are not, necessarily, indicative of cars parked on the street. We have two cars which 99.9% of the time are parked in our two car garage, and have 3 car parking in our driveway. We park on the street, maybe, 10 days a year. Mostly if we have friends and family visiting who put their beach toys in our garage and park in our driveway. So, in my experience at least, parking passes issued does not, necessarily, correspond to cars on the street. But are essential to allow those of us in the impacted zone the same rights as those not in the zone - an ability to park on the street in front of our homes.</p> <p>Todd didn't say this, but others have, it is somehow a "privilege" to park on our street in front of our home, and have our guests, as many as we want, do the same without paying a meter or limited to one hour. Really? For those outside the zone, who is telling you how to use your garage, and how many guests can you have? Why is our residential permit "free parking" when you park in front of your house for free and I am paying the same taxes you are but I have to pay a meter? Or, if I'm in the one hour zone, can't even park?</p> <p>Again, this whole exercise to change the residential parking pass program was creating a straw man to knock it down. Honestly, were there not enough real problems for Council to address that they needed to make this one up?</p> <p>Tweaks may have been helpful. See my earlier comment.</p>	No Position	

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Agenda Item	Name	Email	Comment	Position	Attachment URL
<p>REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080</p>	<p>Carolyn Petty</p>	<p>[REDACTED]</p>	<p>It is time to stop being punitive towards the residents. Council serves the residents, not the other way around. We all know that parking is always going to be a challenge in the coast zone that will never change. Why forgo money by restricting the purchase of parking passes?</p> <p>Clearly revenues are dropping, based upon the numbers. The city / council keeps trying to raise revenues through various means, while at the same time purposefully giving up these revenues.</p> <p>Issue Two there are SO MANY renters in the coastal zone. Let them get their guest passes!</p> <p>Issue Three - please realize that when tenants move out, landlords need to do work on the property. Oftentimes the trucks are larger, or there are materials that need to be stored in the garage. Removing the ability of landlords to buy passes was (for some reason) retribution against landlords who just want to maintain their property. A landlord could have numerous tradesmen working at the same time on a property. This isnt about a landlord who is so desperate to have that parking pass and take advantage of the situation. But it becomes a huge problem when there is turnover of a rental property, because the tradesmen cant get parking for more than one hour.</p> <p>Issue Five FYI, if a parent buys a car for their child, they CANNOT title the car in a minors name. This rule is silly. Again, the idea was to be punitive, as if there are so many people with 4 cars, that the council had to punish that family.</p> <p>Hopefully with Massey off the council, this continued punishment of the community will stop. Thank you.</p>	<p>No Position</p>	

City Council Meeting | eComment Report  
October 14, 2025

Agenda Item	Name	Email	Comment	Position	Attachment URL
REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Claudia Berman	[REDACTED]	There were 2 surveys on the largest Hermosa Beach FB group on parking. 1) 80% think that there is generally not enough street parking - total 185 respondents. 2) 60% think that the city should NOT relax parking permit restrictions, as it makes parking more difficult - total 144 respondents	No Position	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20421">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20421</a>

City Council Meeting | eComment Report  
October 14, 2025

Agenda Item	Name	Email	Comment	Position	Attachment URL
<p>REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080</p>	<p>Michelle Crispin</p>	<p>[REDACTED]</p>	<p>Dear Mayor, Councilmembers, and City Staff,</p> <p>On behalf of the Hermosa Beach Chamber of Commerce and our business community, I want to share feedback regarding the current Employee Parking Program. While we appreciate the Citys efforts to manage parking fairly, recent changes have created challenges for both employees and the businesses that rely on them.</p> <p>Under the current structure, employees are now limited to parking only at yellow-cap meters on Hermosa Avenue, one of the Citys busiest commercial corridors. This not only makes it harder for some employees to find parking close to work but also reduces the availability of prime parking spaces for visitors, customers, and tourists. Hermosa Avenue should be available for short-term customer parking that directly supports local business activity.</p> <p>We respectfully urge the City to expand employee parking access to include other levels of Lot C (not just the top floor) as well as all yellow-cap meters throughout town, particularly in lower-demand areas. A more flexible and strategic approach will help ease congestion, support local businesses, and make the program more equitable for workers across Hermosa Beach.</p> <p>Thank you for your continued commitment to our business community.</p> <p>Sincerely, Michelle Crispin President &amp; CEO Hermosa Beach Chamber of Commerce and Visitors Bureau</p>	<p>No Position</p>	

City Council Meeting | eComment Report  
October 14, 2025

Agenda Item	Name	Email	Comment	Position	Attachment URL
REVIEW OF THE CITYS RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Randy Balik	[REDACTED] [REDACTED] [REDACTED]	<p>My position as "for" here means that I am for a revamp of the residential parking pass program such that the pendulum swings back the other way. While I agreed the last time around that the pass system needed to be changed such that abusers could be flagged and eliminated, I did not agree with the drastic nature of all of the changes. Not to mention, the City lost out on some important revenue in a time when the City is looking for revenue. It was an unnecessary cut to the City's income.</p> <p>I believe we should do the following:</p> <p>1) INCREASE the number of passes from three to four. This is more representative of what most families look like and what the true needs are. No number of passes will please everyone, but from my many conversations with those who are affected and my own experience (30 years living in the parking pass zone in various sized properties with various living situations and now a family of four), this number makes a lot more sense.</p> <p>2) Allow people to appeal for more if they can PROVE that they need them. Some families are bigger.</p> <p>3) BRING BACK THE PARTY PASSES - it has become nearly impossible to entertain during busy months and those passes, which are not used very often and do generate incremental revenue, make it more possible to entertain - they don't make it easy, but they do at least facilitate the possibility for occasional social gatherings without having to worry about all of our guests getting parking tickets.</p>	For	

City Council Meeting | eComment Report  
October 14, 2025

Agenda Item	Name	Email	Comment	Position	Attachment URL
REVIEW OF THE CITIES RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	diane krause	[REDACTED]	the Business Parking Permit is currently only available to those on Hermosa Avenue. What about for employees who work on Upper Pier as we do not qualify for that permit? Hopefully, there can be some accommodations for employees on Upper Pier in the near future it currently costs \$3,430 per year to park here at a meter (245 days * \$14) & with the new rates it will cost \$5145 (245 days * \$21). Thank you!	For	
REVIEW OF THE CITIES RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Stephen Stafford	[REDACTED]	The Business Parking Permit is currently only available to those on Hermosa Avenue. What about for employees who work on Upper Pier? Hopefully, there can be some accommodations for employees on Upper Pier it currently costs \$3,430 per year to park at a meter (245 days * \$14) & with the new rates it will cost \$5,145 (245 days * \$21). Thank you!	-	
REVIEW OF THE CITIES RESIDENTIAL AND EMPLOYEE PARKING PERMIT PROGRAMS - 25-AS-080	Millie Velasco	[REDACTED]	I own The Artist Mill & utilize the employee parking permit. Over summer there was a lot of construction on Hermosa Ave for weeks. Machinery took up many of the parking spots. Currently, theres a lack of employee parking on Hermosa Ave. Im frustrated the city took away parking for employees & businesses. I often wait at least 30 min to an hour, esp on weekends for parking on Hermosa Ave. There are times when I have to give up and park at Valley/Ardmore even though I pay for employee parking permits. It makes it extremely difficult to open up in a timely manner. I am also frustrated that I have to pay for the previously free 15 min parking. There is no loading zone by my store, and need to load/unload merch & supplies often. Pls provide MORE employee parking & FREE loading zone for businesses. Thank you.	No Position	<a href="https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20424">https://pub-hermosabeach.escribemeetings.com/FileStream.ashx?DocumentId=20424</a>

Dear City Council,  
Dear City Manager Napolitano,

I am under no illusion that the MOU will incorporate any of my comments but i do hope to plant a few seeds.

The staff report says Fiscal Impact of the Management Group MOU changes is estimated to be \$570,000 for a 3 year period (FY 2026 thru FY2028); or an average of \$47,500 per employee over the term of the agreement.

The MOU will make these funds available to six management positions:

- City Clerk
- Community Development Director
- Community Resources Director
- Administrative Services Director
- Public Works Director
- Police Chief

40-49% of Goals Rated "Exceptional"	5%
30-39% of Goals Rated "Exceptional"	4%
20-29% of Goals Rated "Exceptional"	3%

80-89% of Goals Rated "Exceptional"	9%
70-79% of Goals Rated "Exceptional"	8%
60-69% of Goals Rated "Exceptional"	7%
50-59% of Goals Rated "Exceptional"	6%

A significant portion of the \$570,000 will likely be allocated for bonuses supposedly for "Exceptional Performance" according to the following schedule:

First, I am NOT opposed to bonuses or paying a **premium** for exceptional performance as exceptionally performing managers are without a doubt a great force multiplier.

The problem creeps in when Exceptional Performance standards are vague or poorly conceived.

It follows that if these performance standards are vague or poorly conceived then the manager bonuses will be poorly targeted and wasteful.

Looking under the hood at the Performance Standards the City uses to evaluate its Management Team we find per the staff report Council establishes Citywide goals and objectives for the City Manager annually.

The Management Team then establishes goals and Performance Standards their individual departments consistent with the City Manager goals These Performance Standards are then be incorporated into each manager's performance review.

*Note: These goals or performance standards should also roll downstream and be incorporated into each employee's review increasing in detail at every step.*

Here is the thing.

The City's currently established Performance Standards (below) for each manager covered by the MOU are all too often vague or poorly conceived AND don't measure many of the most important products and services produced by each department.

As such they cannot possibly measure Management Team *Exceptional Performance*.

Here are the Performance Standards cited in the staff report.

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>FINANCE</b>					
Government Finance Officers Association (GFOA) Certificate of Achievement for 'Excellence in Financial Reporting' (Annual Comprehensive Financial Report-ACFR)	Yes	Yes	Yes	Pending	N/A
Government Finance Officers Association (GFOA) Excellence in Budgeting Award Achieved	Yes	Yes	Yes	Yes	ü
Number of Business License Renewals	2,950	2,441	2,405	2,448	Positive
Collection Rate of Parking Citations Paid	88%	88%	88%	88%	Neutral
Percentage of Parking Citations Paid through Website	71%	68%	70%	72%	Positive

an Resources

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>HUMAN RESOURCES</b>					
Turnover Rate: ALL Employees	7%	21%*	11%	13%	Negative
Total Workers' Compensation Claims	13	17	11	12	Increasing
Workers' Compensation, Number of Days Lost to Injury: Sworn Law Enforcement	348	689	786	374	Decreasing
Percent of Sick Leave Hours Taken of Total Employee Work Hours	3.1%	3.6%	2.6%	3.0%	Negative

\* FY 21/22 turnover rate change due to increase in retirements and other employee departures, as well as adding new positions and unfreezing additional positions

## Administrative Services:

### Performance Measures

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>CITY CLERK/ELECTIONS</b>					
Post/make Public all Campaign Finance Statements within 72 hours of Filing	Yes	Yes*	Yes	Yes	ü
Percent of Public Record Requests Responded to Within 48 Hours	95%	100%**	100%	100%	Neutral
Number of Public Records Request Fulfilled		250	454	580	Increasing
Average Number of Hours for Regular Council Meetings (includes Open and Closed sessions, Special Meetings Excluded)	4.56	5.46	5.50	6.10	Increasing
Number of Resolutions Processed	38	47	58	19	Decreasing
Number of Ordinances Processed	20	25	14	16	Increasing

\* Effective Jan 1, 2021 AB 2151 requires all Campaign Finance Statements to be posted on the website within 72 hours of filing. Previous years captured if statements were made available through the clerk's office within one day of filing.

\*\* New Public Records Request platform, NextRequest, was launched at the start of the FY 21/22. NextRequest automatically responds to all requests when they are submitted.

## City Clerk:

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>COMMUNITY DEVELOPMENT</b>					
Code Enforcement FTE's per 1,000 Population <sup>1</sup>	0.10	0.10	0.11	0.10	Negative
Code Enforcement Expenditures per Capita	\$7.74	\$7.22	\$8.40	\$8.15	Decreasing
Code Enforcement Cases Resolved - % Resolved Through Voluntary Compliance	96%	97%	75%***	74%	Neutral
Code Enforcement Cases Resolved - % Resolved Through Forced Compliance	4%	3%	25%	26%	Positive
Code Enforcement: Total Cases Initiated	1018*	213*	175**	236	Increasing
Average Calendar Days: Code Complaint to First Investigation	4	1	1	2	Increasing
Percentage of First Submittal Plan Checks Completed within 20 Business Days	25%	25%	25%	25%	Neutral
Code Enforcement Cases per Code Enforcement FTE <sup>1</sup>	509	107**	88	118	Increasing

<sup>1</sup> Full-time Equivalent (FTE) - Unit used to measure the hours in an employee's contract based on a 40 hour work week.

\* Decrease due to reduced staffing in Community Development. 1 Code Enforcement position was vacant for over 6 months; the 2nd Code Enforcement Officer assisted with in-office tasks to fill the gaps from other department vacancies.

\*\*FY 2022/23 - the Department experienced significant turnover during which operation procedures were implemented. Based on current procedures, the majority of complaints are resulted through educational efforts, resulting in a decrease in the number of cases initiated.

## Community Development

### Performance Measures

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>COMMUNITY RESOURCES (PARKS &amp; RECREATION)</b>					
Expenditures per Capita	\$101.34	\$109.80	\$116.56	\$127.12	Positive
Developed Park Acres per 1,000 Population	5.71	5.79	5.84	5.82	Neutral
Total Special Event Days Hosted	11*	93	108	107	Neutral
Contract Class Program and In House Recreation Program Registrants	3,200	5,564	5,521	5,341	Negative
Total Excursion Participants	0*	0**	244	368	Increasing
Film Permits Issued	9*	21	9	14	Positive
Total Senior Center Memberships	748*	831	851	1269	Positive

\*Affected by COVID-19 related closures FY 19/20 from March 13, 2020 to June 30, 2020, FY 20/21 from July 1, 2020 to June 15, 2021

\*\*Excursions resumed after July 1, 2022

## Community Resources

### Performance Measures

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>FIRE &amp; EMERGENCY MEDICAL SERVICES (EMS) - LOS ANGELES COUNTY</b>					
Total fire & EMS calls	1,670	1966	1992	1,962	Decreasing
Average response time in minutes - fire incidents	4.1	4.03	3.86	4.1	Negative
Average response time in minutes - non-fire incidents excluding EMS (service calls, false alarms, etc.)	5.4	5.2	5.2	5.00	Positive
Average response time in minutes - EMS calls	4.5	4.2	4.1	4.1	Neutral

# LA County Fire & EMS

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Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>POLICE SERVICES</b>					
Full-Time Equivalents per 1,000 Population - Police Sworn Staff	1.95	1.98	2.00	1.99	Neutral
Police Responses per Sworn FTE (Full-time Equivalent) <sup>1</sup>	574	636	674	674	Neutral
Police Responses per 1,000 Population	1121	1260	1347	1374	Increasing
Average Response Time (Top Priority Calls) from Call to Arrival on Scene - In Seconds	252	239	245	257	Negative
DUI Arrests per 1,000 Population	3.6	6.3	7.4	4.1	Decreasing
Reported Property Crimes per 1,000 Population	34*	43*	41	44	Negative
Injury-producing Traffic Accidents	35	41	38	62	Negative
Moving Violation Citations Issued (Excluding DUIs)	621	1227**	1376	1721	Increasing

<sup>1</sup> Full-time Equivalent (FTE) - Unit used to measure the hours in an employee's contract based on a 40 hour work week.

\* Reporting switched from UCR to NIBRS, Jan 1, 2021 to adhere to federal mandate. Due to differences in the reporting structure, data is not comparable to previous years.

\*\* FY 2021/22 Moving Citations increased due to increase in visitors as a result of COVID restrictions lifting

## Police Department

Community Services

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>COMMUNITY SERVICES</b>					
Parking Violation Citations Issued	59,858	44,837**	46,503	43,296	Decreasing
Animal control/Municipal Violation Citations Issued	153*	80**	42***	153	Increasing
Total Responses (Calls for Service)	4,762	4,698	6,929	5,104	Decreasing

\* FY 20/21 Animal control/Municipal Violation Citations Issued change due to increased enforcement

\*\* FY 21/22 Citations issued decreased due to staffing shortages from retirements and injuries

\*\*\* FY 22/23 Citations decreased due to multiple officers training new probationary officers throughout the year.

## Police CSO Public Works

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>PUBLIC WORKS</b>					
Expenditures, Paved Road Rehabilitation per Capita	\$0 *	\$62**	\$11***	\$92	Positive
Percentage of Alternative Fuel Vehicles in Fleet	42%	44%	49%	54%	Positive
Potholes: Number repaired (during reporting period)	123	117	365	386	Increasing
Street Sweeping - Total Lane Miles Swept (Hermosa Beach: 114.5 Total Paved Lane Miles)	8,668	8,668	8,668	8,668	Neutral
Percentage of Paved Lane Miles Assessed as Satisfactory or Better of Paved Lane Miles Assessed.	81%	85%	89%	86%	Negative

\* FY 2020/21 There were no Road Rehabilitation Expenditures due to COVID related delays.

\*\*FY 2021/22 reflects the completion of paving and curbing projects (CIP 130 and 131)

All you have to do is review the above Performance Standards carefully to see there are opportunities for improvement.

For instance, the number of Public Records Requests (PRR) acknowledged within 48 hours is a Performance Standard as shown above

While info on the timeliness of the initial PRR acknowledgement is marginally useful, the number of Records Requests COMPLETED within 10 days or the Average PRR completion days and how it is trending is far more useful in evaluating Exceptional Performance. But these are not included as Performance Standards.

Another useless Performance Standard is the average number of hours the City Clerk spends in City Council meeting. Is this a meaningful measure the City Clerk's performance?

It also may be worth noting the above *Performance Standards* show trends and while capturing trend data is essential more specificity is often needed to use trends to measure exceptional performance.

For instance how much positive trend is needed to rate as *excellent, above average or fully adequate?*

This needs to be fleshed out.

The point is determining excellent performance is integral to determining the appropriate MOU bonus amount.

I have included a few examples of Performance Standards that are not included in the City's list:

## All Departments

- Staff Training Plan implemented
- Department External & Internal Audit Plans completed, findings implemented
- Accurate Department Budgets with matching Expenditures
- Management & Staff Performance standards consistent with City Manager Goals and fully incorporated into all reviews
- Department goals and performance standards incorporated into Monthly Departmental Activity Reports

## Administrative Services:

- Parking System Implementation on-time & on-budget with all needed training
- Customer Satisfaction Surveys by department completed, analyzed & actioned,
- Department goals and performance standards incorporated into Monthly Departmental Activity Reports
- etc

## City Clerk's Office

- 
- Updated Doc Retention plan implemented,
- Vital Docs identified duplicated at off site storage
- Audit of PRR process for Consistency with all legal requirements,,
- Audit of Document Retention & Destruction,
- All Audit Action Items Implemented,
- E-scribe improvement goals identified & implemented,
- Agenda posting 6 days in Advance
- Dept Operational Budget met
- Customer Satisfaction Surveys by department completed, analyzed & actioned,
- Management Performance standards consistent with department goals into all employee reviews,
- etc

## Community Development

- Housing element updates and HCD status report requirements met - no more Builders Remedy
- Permit issuance timeframes by type and trended with specific performance goal.

## Community Resources:

- Number of Special Events conforms with Special Events Policy Guide
- Statistically Valid Random Survey to determine which events have broad resident support

## Police Department:

- Survey Residents satisfaction levels on road, crosswalk and e-bike safety enforcement
- Survey Loud Vehicle enforcement satisfaction
- Develop & Implement Plan to address survey results

## Public Works Examples for Standards for Excellence:

- 90% Street & Highway Improvement Projects on time/budget
- 90% Sewers/Storm Drain Improvement Projects on time/ budget
- 90% Park Improvement Projects on time/budget
- Public Buildings & Grounds Projects on time/budget
- City Yard on time/budget
- CIP on time/budget
- Accurate timely project status reports highlighting all potential problems in advance

The bottom line and the reason im writing is that poorly defined Performance Standards all to often lead to inflated bonuses for some at the expense of the truly exceptional performers.

Additionally with poorly constructed management performance standards problems often lead to festering problems and get pushed off into next year; year after year.

IF specific meaningful Departmental Performance Standards can't be included in this MOU then perhaps the Council will consider adding a Future Agenda Action Item tonight to review and better define them AND then ensure these revised Performance Standards are fully incorporated into each Managers review before ANY MOU performance bonuses are awarded.

The basic premise is that the doing the hard work of coming up with improved Performance Standards will be rewarded many times over in efficiency and morale.

Most employees simply want their management team to provide clear, prioritized and achievable performance standards that are not at cross-purposes and to be given the tools needed to do the job.

Thank you for Considering  
tony higgins

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A significant portion of the \$570,000 will likely be allocated for bonuses supposedly for "Exceptional Performance" according to the following schedule:

<b>BASED ON &amp; OF GOALS/COMPETENCIES</b>	
<b>% of Goals/Competencies achieved with “Exceptional” Rating (rating of 4 or 5 only)</b>	<b>Bonus % Earned Based on Exceptional Rating in Individual Goals/Competencies</b>
90-100% of Goals Rated “Exceptional”	10%
80-89% of Goals Rated “Exceptional”	9%
70-79% of Goals Rated “Exceptional”	8%
60-69% of Goals Rated “Exceptional”	7%
50-59% of Goals Rated “Exceptional”	6%

40-49% of Goals Rated “Exceptional”	5%
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## Administrative Services:

### Performance Measures

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Percent of Public Record Requests Responded to Within 48 Hours	95%	100%**	100%	100%	Neutral
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## City Clerk:

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Code Enforcement FTE's per 1,000 Population <sup>1</sup>	0.10	0.10	0.11	0.10	Negative
Code Enforcement Expenditures per Capita	\$7.74	\$7.22	\$8.40	\$8.15	Decreasing
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Code Enforcement: Total Cases Initiated	1018*	213*	175**	236	Increasing
Average Calendar Days: Code Complaint to First Investigation	4	1	1	2	Increasing
Percentage of First Submittal Plan Checks Completed within 20 Business Days	25%	25%	25%	25%	Neutral
Code Enforcement Cases per Code Enforcement FTE <sup>1</sup>	509	107**	88	118	Increasing

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## Community Development

### Performance Measures

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Total Excursion Participants	0*	0**	244	368	Increasing
Film Permits Issued	9*	21	9	14	Positive
Total Senior Center Memberships	748*	831	851	1269	Positive

\*Affected by COVID-19 related closures FY 19/20 from March 13, 2020 to June 30, 2020, FY 20/21 from July 1, 2020 to June 15, 2021

\*\*Excursions resumed after July 1, 2022

## Community Resources

### Performance Measures

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>FIRE &amp; EMERGENCY MEDICAL SERVICES (EMS) - LOS ANGELES COUNTY</b>					
Total fire & EMS calls	1,670	1966	1992	1,962	Decreasing
Average response time in minutes - fire incidents	4.1	4.03	3.86	4.1	Negative
Average response time in minutes - non-fire incidents excluding EMS (service calls, false alarms, etc.)	5.4	5.2	5.2	5.00	Positive
Average response time in minutes - EMS calls	4.5	4.2	4.1	4.1	Neutral

## LA County Fire & EMS

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>POLICE SERVICES</b>					
Full-Time Equivalents per 1,000 Population - Police Sworn Staff	1.95	1.98	2.00	1.99	Neutral
Police Responses per Sworn FTE (Full-time Equivalent) <sup>1</sup>	574	636	674	674	Neutral
Police Responses per 1,000 Population	1121	1260	1347	1374	Increasing
Average Response Time (Top Priority Calls) from Call to Arrival on Scene - In Seconds	252	239	245	257	Negative
DUI Arrests per 1,000 Population	3.6	6.3	7.4	4.1	Decreasing
Reported Property Crimes per 1,000 Population	34*	43*	41	44	Negative
Injury-producing Traffic Accidents	35	41	38	62	Negative
Moving Violation Citations Issued (Excluding DUIs)	621	1227**	1376	1721	Increasing

<sup>1</sup> Full-time Equivalent (FTE) - Unit used to measure the hours in an employee's contract based on a 40 hour work week.

\* Reporting switched from UCR to NIBRS, Jan 1, 2021 to adhere to federal mandate. Due to differences in the reporting structure, data is not comparable to previous years.

\*\* FY 2021/22 Moving Citations increased due to increase in visitors as a result of COVID restrictions lifting

## Police Department

### Community Services

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>COMMUNITY SERVICES</b>					
Parking Violation Citations Issued	59,858	44,837**	46,503	43,296	Decreasing
Animal control/Municipal Violation Citations Issued	153*	80**	42***	153	Increasing
Total Responses (Calls for Service)	4,762	4,698	6,929	5,104	Decreasing

\* FY 20/21 Animal control/Municipal Violation Citations Issued change due to increased enforcement

\*\* FY 21/22 Citations issued decreased due to staffing shortages from retirements and injuries

\*\*\* FY 22/23 Citations decreased due to multiple officers training new probationary officers throughout the year.

## Police CSO

### Public Works

Performance Measure	FY 2020/21 Actual	FY 2021/22 Actual	FY 2022/23 Actual	FY 2023/24 Actual	Trend Assessment
<b>PUBLIC WORKS</b>					
Expenditures, Paved Road Rehabilitation per Capita	\$0 *	\$62**	\$11***	\$92	Positive
Percentage of Alternative Fuel Vehicles in Fleet	42%	44%	49%	54%	Positive
Potholes: Number repaired (during reporting period)	123	117	365	386	Increasing
Street Sweeping - Total Lane Miles Swept (Hermosa Beach: 114.5 Total Paved Lane Miles)	8,668	8,668	8,668	8,668	Neutral
Percentage of Paved Lane Miles Assessed as Satisfactory or Better of Paved Lane Miles Assessed.	81%	85%	89%	86%	Negative

\* FY 2020/21 There were no Road Rehabilitation Expenditures due to COVID related delays.

\*\*FY 2021/22 reflects the completion of paving and curbing projects (CIP 100 and 101).

All you have to do is review the above Performance Standards carefully to see there are opportunities for improvement.

For instance, the number of Public Records Requests (PRR) acknowledged within 48 hours is a Performance Standard as shown above

While info on the timeliness of the initial PRR acknowledgement is marginally useful, the number of Records Requests COMPLETED within 10 days or the Average PRR completion days and how it is trending is far more useful in evaluating Exceptional Performance. But these are not included as Performance Standards.

Another useless Performance Standard is the average number of hours the City Clerk spends in City Council meeting. Is this a meaningful measure the City Clerk's performance?

It also may be worth noting the above *Performance Standards* show trends and while capturing trend data is essential more specificity is often needed to use trends to measure exceptional performance.

For instance how much positive trend is needed to rate as *excellent*, *above average* or *fully adequate*?

This needs to be fleshed out.

The point is determining excellent performance is integral to determining the appropriate MOU bonus amount.

I have included a few examples of Performance Standards that are not included in the City's list:

### All Departments

- Staff Training Plan implemented
- Department External & Internal Audit Plans completed, findings implemented

- Accurate Department Budgets with matching Expenditures
- Management & Staff Performance standards consistent with City Manager Goals and fully incorporated into all reviews
- Department goals and performance standards incorporated into Monthly Departmental Activity Reports

### Administrative Services:

- Parking System Implementation on-time & on-budget with all needed training
- Customer Satisfaction Surveys by department completed, analyzed & actioned,
- Department goals and performance standards incorporated into Monthly Departmental Activity Reports
- etc

### City Clerk's Office

- 
- Updated Doc Retention plan implemented,
- Vital Docs identified duplicated at off site storage
- Audit of PRR process for Consistency with all legal requirements,,
- Audit of Document Retention & Destruction,
- All Audit Action Items Implemented,
- E-scribe improvement goals identified & implemented,
- Agenda posting 6 days in Advance
- Dept Operational Budget met
- Customer Satisfaction Surveys by department completed, analyzed & actioned,
- Management Performance standards consistent with department goals into all employee reviews,
- etc

### Community Development

- Housing element updates and HCD status report requirements met - no more Builders Remedy
- Permit issuance timeframes by type and trended with specific performance goal.

### Community Resources:

- Number of Special Events conforms with Special Events Policy Guide

- Statistically Valid Random Survey to determine which events have broad resident support

### Police Department:

- Survey Residents satisfaction levels on road, crosswalk and e-bike safety enforcement
- Survey Loud Vehicle enforcement satisfaction
- Develop & Implement Plan to address survey results

### Public Works Examples for Standards for Excellence:

- 90% Street & Highway Improvement Projects on time/budget
- 90% Sewers/Storm Drain Improvement Projects on time/ budget
- 90% Park Improvement Projects on time/budget
- Public Buildings & Grounds Projects on time/budget
- City Yard on time/budget
- CIP on time/budget
- Accurate timely project status reports highlighting all potential problems in advance

The bottom line and the reason im writing is that poorly defined Performance Standards all too often lead to inflated bonuses for some at the expense of the truly exceptional performers.

Additionally with poorly constructed management performance standards problems often lead to festering problems and get pushed off into next year; year after year.

IF specific meaningful Departmental Performance Standards can't be included in this MOU then perhaps the Council will consider adding a Future Agenda Action Item tonight to review and better define them AND then ensure these revised Performance Standards are fully incorporated into each Managers review before ANY MOU performance bonuses are awarded.

The basic premise is that the doing the hard work of coming up with improved Performance Standards will be rewarded many times over in efficiency and morale.

Most employees simply want their management team to provide clear, prioritized and achievable performance standards that are not at cross-purposes and to be given the tools needed to do the job.

Thank you for Considering  
tony higgins

**RE: Consent Ordinance Item-15.D for “ADOPTION” on 2<sup>nd</sup> Reading**  
**Rather than being hidden on the Consent Calendar this ordinance needs to be worked on some more and “Re-Introduced”. There should be no RUSH to implement very-poorly-considered ordinances!**

**Meeting Agenda link:**

<https://pub-hermosabeach.escribemeetings.com/Meeting.aspx?Id=efbc0511-085f-41f6-8ccd-efb6b2a47f2a&Agenda=Agenda&lang=English>

**HB City Council, City Manager, Administrative Services Director, City Clerk, and others:**

Following are **valuable** suggestions and opinions of mine given at not a penny of cost to you or the City. Thank you for taking time to consider.

The ordinance you introduced on 1<sup>st</sup> reading at your last meeting was some kind of weird and horrible decision-making on the Council’s part, to put it bluntly!

This is the time to correct your blunders of that meeting with respect to this ordinance and reintroduce the ordinance. Then adopt same at your following meeting, and for that matter you could continue the introduction and adoption, all of it. What’s the rush?

It’s more than apparent that a few of you were just throwing numbers out into the ether to see if they would stick during your last meeting. That’s the way idiots set policy in my view. Nonetheless it was just another rushed Clusterf\$%k unfortunately, and just apparently to do something right or wrong and get it off your backs. DUMB DUMB DUMB.

See the table I’ve provided for you on the next page.

**1- Why did you raise the 1600+ meter rates per hour citywide 50% in the Daytime while raising those same meters in the late night but 20%, from the current rates?**

**2- Then also why did you raise the meter rates in the three downtown parking lots 75% in the daytime (when the lots are all but not being used most of the year) and but only 40% in the late night? WHAT????**

While I believe, in the interim, before you get the ability to do dynamic pricing citywide, for ALL meters, utilizing license plate readers (LPRs), etc., given the present economy it makes no sense at all to raise meter rates more than 20% at all hours or for that matter, AT ALL. Unless you flat out desire to damage the small businesses downtown as much as possible. Is that your agenda? Everyone of those small businesses will know or find out?

However, given the city’s burearacy-proposal (with the Deto and Jackson finance sub-committee advising them), that the council raise the parking meter rates through the roof without listing a single suggestion of trimming, i.e., staff, and given that a few of you on council, including Deto, suggested a rate a little lower than that, you nonetheless appeared

literally like a bunch of clowns during your discussion and still set the rates sky high. Sorry but true. 99% of the discussion was carried out without any real logic.

While I don't support even my suggested, **BUT FAR MORE LOGICAL**, rates below (see my table), with all due respect at least they make a helluvalot more sense than the lackadaisical, without rational thinking, rates that your off-the-cuff, late-night decisions made ad hoc during your last meeting of September 30, 2025.

I found it amazing the City Manager and Administrative Services Director could keep from screaming at you during your nonsensical discussions. Actually only Councilmember Keegan made any sense whatever with the little to nothing he would attempt to contribute to the nonsense being discussed. And clearly the City Manager and A.S.D. didn't want to be rude and interrupt the council.

Before you Adopt your horrible decision making of this ordinance's "Introduction", I suggest you ask Brandon Walker how much new revenue he expects from your Clusterf&%"k-arrived rates of last meeting, and perhaps how much my suggested, (far more balanced) meter rates will bring you than what you are receiving now from the meters and the de facto Hermosa Beach parking meters gestapo (as many seem to refer to same).

I am assuming the A.S.D. has a spreadsheet somewhere in his office and can get that answer by meeting time for you, plugging in various rate scenarios. Why he, as far as I could see, didn't have that capability at the meeting is beyond me. Or maybe I missed such. Note, I selected rates for my table near your rates, keeping same to increments of a quarte.

Btw, it's really no big deal if you revise the rates again, and then reintroduce the ordinance on **1<sup>st</sup> reading**. The notice in the paper said you would be considering the ordinance for Adoption on 10-14-2025. However, that itself is not very truthful. We used to have individual Consent Ordinance Items, which were always discussed even briefly before being voted explicitly with individual votes made, and with the title read by the Clerk.

Unfortunately, the current filthy, rotten, method of putting such NON-ROUTINE stuff on the Consent Calendar, that Suja and the prior council(s) while she was here, implemented, to make us like L.A. or other large cities and counties amd designed to just rubber-stamp stuff. That, itself, needs to be fixed however I digress again.

Carefully review the following table showing the percentage increases of your last meeting's meter rate changes, and my suggested rates; which are still beyond high, however while being but much for sensible for day and late-night.

Most Respectfully,  
Howard Lee (resident)

			Rates set at prior 9/30/2025 council Meeting.		Rates suggested at 10/14/2025 Council Meeting as making more sense.		
Locations	Time Period	2023 rate thru to present	New Rate proposed and "Introduced" 9/30/2025	Percent Increase as "Introduced"	New Rate (alternative)	Percent Increase (alternative)	Locations
Downtown Parking Lots A, B, & C Daytime / Early Evening	10 am to 8 pm	\$2.00 / Hr.	DAYTIME \$3.50 / Hr. INCREASE TOO MUCH	75%	DAYTIME 2.75 / Hr.	37.5%	Downtown Parking Lots A, B, & C Daytime / Early Evening
Downtown Parking Lots A, B, & C LateNight	8 pm to 2 am	\$2.50 / Hr.	LATE NIGHT \$3.50 / Hr. ABOUT RIGHT	40%	LATE NIGHT 3.50 / Hr.	40.0%	Downtown Parking Lots A, B, & C LateNight
Street and other Parking Lot Meters - Daytime / Early evening	10 am to 8 pm	\$2.00 / Hr.	DAYTIME \$3.00 / Hr. INCREASE TOO MUCH	50%	DAYTIME 2.75 / Hr.	37.5%	Street and other Parking Lot Meters - Daytime / Early evening
Street and other Parking Lot Meters - LateNight	8 pm to 2 am	\$2.50 / Hr.	LATE NIGHT \$3.00 / Hr. INCREASE TOO LITTLE	20%	LATE NIGHT 3.50 / Hr.	40.0%	Street and other Parking Lot Meters - LateNight

# BOB WOLFE, ESQ.

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October 13, 2025  
Hermosa Beach, Calif.

To: cityclerk@hermosabeach.gov

*Meeting Name:* Hermosa Beach Regular City Council Meeting  
*Meeting Date:* Tues. 10/14/2025  
*Agenda #17C (2025-CMO-066)* **SUPPORT HYBRID OPTION; OPPOSE  
HAWTHORNE BLVD. OPTION**

Dear Mayor and Councilmembers:

The L.A. Metro Board is now considering the Final EIR to extend the K Line light rail from its current terminus at Marine Ave. near Costco to Torrance.

I am very familiar with the two options before the Metro Board for the Torrance extension. I have read both the Draft and Final EIR. I have walked along the entirety of both routes. I attended L.A. Metro's public hearings, Supervisor Holly Mitchell's scoping meetings, and the recent South Bay Transit Summit. I have interacted on multiple occasions with Georgia Sheridan, the project director.

I also am a regular and frequent user of Metro transit, both buses and rail.

I write this letter to express my strong opposition to the Hawthorne Blvd. option for the C / K light rail extension to Torrance. This option will cost about three-quarters of a billion dollars more than the staff-recommended Hybrid Option. (That's billion with a "b").

The Hawthorne Option neutralizes the project's most immediate benefit for Hermosa residents - a direct rail connection to LAX, and the People Mover.

Why do I say this? That's because the proposed transit station for the Hawthorne Option is located in the median strip of the 8-lane Hawthorne Blvd.), with some 70,000 vehicles per day. And it can only be reached by an old-fashioned signalized grade-level crosswalk in the middle of busy Hawthorne Blvd., south of Artesia.

This creates unnecessary risks and delays for transit users and motorists. Can you imagine an LAX-bound rider, luggage in tow, dashing across Hawthorne Blvd. (perhaps against a yellow or even red traffic light), in an attempt to catch a train about to depart?

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To make matters worse, the Hawthorne Option's light rail station has no parking, no drop-off or pickup area, no public bathrooms and no bicycle storage areas. These amenities are essential for people going to and from an airport.

By contrast, the Hybrid Option places the light rail tracks immediately adjacent to the Redondo Beach Regional Transit Center. This transit hub contains a 320-space parking lot, a pickup and drop off area, 11 bus bays, public bathrooms and bicycle storage lockers.

Indeed, the city of Redondo Beach chose to locate and obtain outside funding for this \$15 million center by touting its proximity to the ROW and light rail. It's disingenuous at best to locate a regional transit center next to a proposed light rail line and then disavow this decades later by locating the light rail line a half-mile away.

Although the Hawthorne Option runs along Hawthorne Blvd. in the city of Lawndale, it contains no stations to serve Lawndale residents or businesses. That was a Lawndale decision, not Metro's. Its adoption will add an estimated two to four years to project completion, thus delaying the project's environmental benefits.

To its great credit, the Metro staff listened to community impact regarding noise and safety and recommended a new alternative, the Hybrid Option, as the LPA to eliminate the grade-level crossings at 170th and 182nd Streets. These crossings will now be below grade, eliminating any conflicts between light rail and vehicle and pedestrian traffic, including emergency vehicles.

In addition, only the Hybrid Option allows for an upgrade of the freight line tracks to create a quiet zone ready corridor. Through my work as a senior and supervising judicial attorney at the California Court of Appeal in Orange County, I became very familiar with the protracted battle in the city of Placentia to establish one of the first freight rail quiet zones in the country. Adoption of the Hybrid Option will provide similar quiet zone benefits to Lawndale and Redondo Beach.

Regrettably, many of the highly vocal project opponents in Lawndale and Redondo Beach refuse to acknowledge the new benefits offered them by the Hybrid Option. Instead, they act as if the added hundreds of millions of dollars of additional safeguards in the Hybrid Option have made no difference.

BOB WOLFE, ESQ.

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The campaign against the Hybrid Option is built upon a torrent of misinformation and fear about crime, noise, and declining property values. Precisely the same objections were raised by Cheviot Hills residents to construction and operation of the Expo Line primarily at grade level along the ROW. As noted in retired L.A. County Supervisor Zev Yaroslavsky's recent memoir, these fears have been shown to be unfounded. We're talking about two car *electric* trains, which run every 10 to 15 minutes or so.

The choice for Hermosa Beach residents and businesses is clear. For Hermosans, the Hybrid Option is vastly superior, in terms of cost, timing and utility. It fully aligns with PLAN Hermosa's Mobility Element. That is why it is supported by environmental groups and pro-transit organizations.

That is also why the South Bay Service Council, the SBCCOG-appointed body to provide a forum for local input about bus and rail service in our region, has voted to support the ROW Option over Hawthorne Blvd., and is now in the process of drafting a letter to Metro favoring the Hybrid Option.

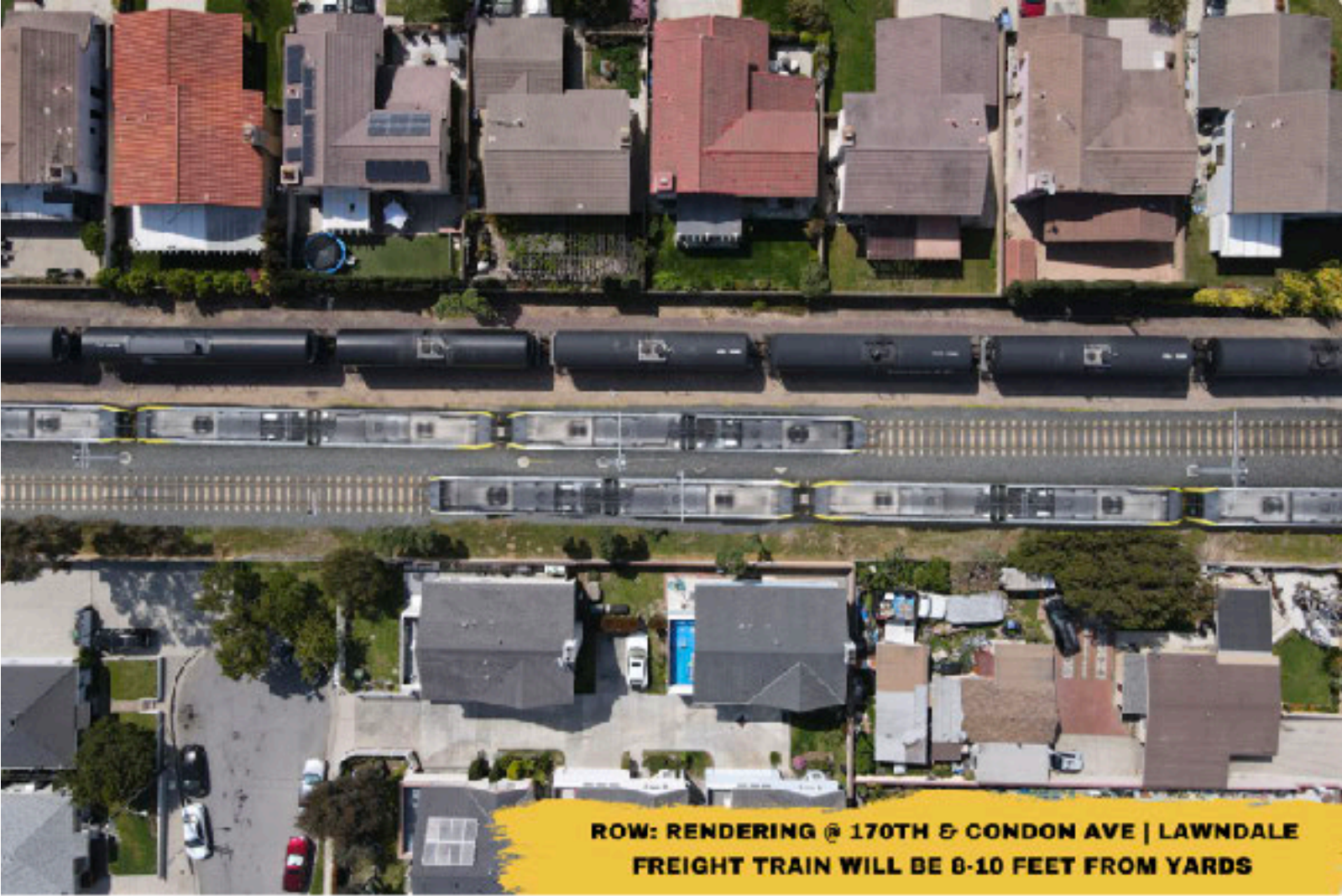
I recognize that the supporting documentation is voluminous and dense. There were over 2,000 comments. The staff report does not include any of these documents, videos or project summaries.

Under these considerations, and considering the Council's crowded agenda, the Council may decide to refrain from expressing any position on routing. While I personally would welcome a letter of support in favor of the Hybrid Option, I would totally understand a decision by the Council to refrain from moving forward on this agenda item given the time constraints.

Thanks for your attention. I look forward to riding with you and my fellow Hermosans on Metro to LAX and to the various sports, employment and entertainment centers, including SoFi Stadium, the Intuit Dome, Coliseum, BMO Stadium, Crypto.com Arena, USC and the Lucas Museum, which the K Line serves.

Very truly yours,

A handwritten signature in blue ink that reads "Bob Wolfe". The signature is written in a cursive, flowing style.



**2017 TRAIN DERAILMENT ON ROW | EL SEGUNDO  
SAME TRAIN THAT RUNS DOWN ROW IN LAWDALE**



## Construction Cost Estimate, 2025

Construction Cost Estimate  
Summary September 2025

Construction Cost Estimates \$ in millions	ROW Elevated/ At-Grade	Trench Option	Locally Preferred Alternative (Hybrid Alt)	Hawthorne Option
2022 Baseline Construction Costs	\$1,100	\$1,483	\$1,213	\$1,497
Design Refinements in Final EIR	\$118	\$128	\$119	\$107
Actual Inflation of Baseline Costs (2022 to 2025)	\$219	\$290	\$240	\$289
Escalation after 2025 (3.5% average annual)	\$438	\$712	\$523	\$814
Contingency (~40% of baseline costs) allocated & unallocated	\$556	\$735	\$608	\$733
<b>2025 Total Estimate for Final EIR</b>	<b>\$2,431</b>	<b>\$3,348</b>	<b>\$2,703</b>	<b>\$3,440</b>
2022 Draft EIR Total Estimate (previous)	\$1,967	\$2,844	\$2,235	\$2,962
Difference (Draft EIR vs Final EIR)	\$464	\$504	\$468	\$478

**M** \*Figures are rounded

## Project Funding & Next Steps

Construction Cost Estimate  
Summary September 2025



## Preliminary Construction Schedules

Construction Cost Estimate  
Summary September 2025

The preliminary construction schedules for all rail alignments studied in the EIR were updated to include an additional 15 months to complete the CEQA process.

	2023	2024	2025	2026	2027	2028	2029	Measure M (2030-2033)				2034	2035	2036	2037	
								2030	2031	2032	2033					
Elevated/ At-Grade Alignment	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction				Dec 2034				
Trench Option	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction							March 2037	
Hawthorne Option	CEQA		CEQA PAEED		Design/ RE / Contract Award		BNSF & Utility Relocation		Construction						Dec 2036	
Locally Preferred Alternative	CEQA			Design/ RE / Contract Award		BNSF & Utility Relocation		Construction							March 2036	

*Schedule updated to include additional time (~15 months) to complete CEQA process.*

The construction schedule would be further developed pending certification of the Final EIR and Board approval of the Project, to address advanced design, construction delivery method, and funding.





Torrance Refining Company LLC  
3700 W. 190<sup>th</sup> Street  
Torrance, CA 90504  
www.torrancerefinery.com

March 27, 2023

**VIA EMAIL:** [greenlineextension@metro.net](mailto:greenlineextension@metro.net)  
[SheridanG@metro.net](mailto:SheridanG@metro.net)

Georgia Sheridan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
One Gateway Plaza, Mail Stop: 99-22-3  
Los Angeles, CA 90012

**Re: Torrance Refining Company LLC's Comments on Draft Environmental Impact Report for Los Angeles County Metropolitan Transportation Authority's Proposed C Line (Green) Extension Project**

Ms. Sheridan:

Torrance Refining Company LLC ("TORC") appreciates the opportunity to provide these comments on the Los Angeles County Metropolitan Transportation Authority's ("Metro") Draft Environmental Impact Report ("DEIR") prepared for the proposed C Line (Green) Extension Project ("Proposed Project"). TORC operates a petroleum refinery ("Refinery") located at 3700 W. 190<sup>th</sup> Street in Torrance, California, immediately adjacent an existing commercial freight rail right-of-way that is currently included as part of the Proposed Project.

TORC has operated the Torrance Refinery ("Refinery") since acquiring the Refinery in 2016 from the former owner and operator, ExxonMobil Oil Corporation. The Torrance Refinery has been operating in the City of Torrance ("City") for almost 100 years.<sup>1</sup>

TORC refines and supplies approximately 20 percent of Southern California's California-compliant fuels, 32 percent of the jet fuel for Los Angeles International Airport, and 40 percent of the North American Emission Control Area marine diesel to the Port of Los Angeles, in addition to other necessary petroleum products to California and surrounding states. These fuels provide part of the critical backbone of the energy infrastructure used every day by over 50 million people across the Western United States. TORC has been a

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<sup>1</sup> TORC joins in and incorporates by reference the comments submitted by Torrance Logistics Company LLC ("TLC"), the operator and owner of multiple pipelines and related infrastructure that are used to convey petroleum products between the Refinery and downstream pipelines, facilities, and customers.

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Ms. Georgia Sheridan

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vital and integral part of the City's, Los Angeles County's, and California's economy and community fabric for many years. TORC currently employs approximately 588 Southern California residents and 495 contractors on a daily basis during normal operations, most of whom work in close proximity to the Proposed Project.

As an operator of a major industrial facility in the South Bay that would be directly impacted by the Proposed Project, TORC has serious concerns that the Proposed Project would cause significant adverse safety, security, access, and other impacts to our employees, operations, contractors, and surrounding community and environment that have not been adequately reviewed and addressed in the DEIR. We are also concerned that the DEIR does not discuss the potential adverse impacts of adding prospective passengers to a rail line previously used only for commercial freight, including passengers' proximity to potential heat, noise, and air quality impacts that would be associated with any unexpected Refinery emergency incident or necessary equipment maintenance activities.

Under the California Environmental Quality Act ("CEQA") and its regulatory CEQA Guidelines, the DEIR is required to advise the public of these significant environmental impacts related to the Proposed Project and assess potentially feasible Project alternatives that can help avoid or substantially mitigate these impacts. *See* 14 C.C.R. ("CEQA Guidelines") § 15126.4(a)(1). Unfortunately, the DEIR does not identify many of the safety, security, access, and other impacts associated with the Proposed Project's proximity to the Refinery, let alone discuss proposed feasible Project alternatives that could mitigate or avoid those impacts. TORC urges Metro to address these deficiencies in order to comply with the requirements of CEQA and the CEQA Guidelines. Until this happens, the DEIR is premature and must be revised to address these issues and impacts and then recirculate for further review and comment by the public.

We also note that many of the issues and impacts associated with the Proposed Project discussed in detail below have been exacerbated by insufficient discussions between Metro and TORC prior to the release of the DEIR. In our view, this has resulted in a rushed and incomplete DEIR that has not yet assessed and disclosed to the public the full range of environmental consequences and impacts flowing from the Proposed Project. Indeed, as discussed below, the scope and breadth of the remaining outstanding issues and impacts associated with the Proposed Project related to its close proximity to the Refinery makes it difficult to envision that they will all be fully resolved in time to allow Metro staff to make an informed recommendation on preferred Proposed Project options by Spring 2023. In any event, while we believe CEQA certainly requires Metro to address the impacts discussed below before the Proposed Project can proceed, TORC reserves the right to supplement these comments as needed to capture any additional concerns and impacts it may identify in its ongoing review of the DEIR.

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**I. The Proposed Project Would Require an Easement Through or Acquisition of Refinery Property That Would Cause Significant Adverse Impacts to TORC**

While TORC has monitored the public progress of the Proposed Project, it was only in the past month – well after the release of the DEIR – that Metro notified TORC and TLC that Metro would need to either obtain an easement through or acquire a significant section of the Refinery for an access road related to the Proposed Project. The section of TORC property at issue is in the southwest corner of the Refinery, in an area adjacent to a tank farm and containing a critical access road for Refinery vehicles. This area is located approximately within 420 feet of two tanks containing petroleum products and within approximately 1,000 feet of the Refinery’s two main flares. When these flares are required to operate (e.g., in an emergency or for necessary equipment maintenance purposes), they emit substantial amounts of radiant heat in the immediate vicinity of this area.

The access road at issue is used every day by Refinery vehicles, employees, and contractors. Refinery vehicles are required to have a turning radius of at least 44 feet to safely navigate this road in either direction. Also, there are active pipelines adjacent to the tank farm in this area, which further restrict vehicles’ turning radius. Additionally, the access road must provide a safe path of egress for vehicles, employees, and first responders in the event of an emergency. Accordingly, it is crucial that Refinery and first responder vehicles continue to have unrestricted access to this area for regular Refinery activities and for necessary emergency operations.

As discussed above, TORC is deeply concerned that the Project’s proposal to annex Refinery property that would limit access to this the section of Refinery could adversely impact the Refinery’s ability to comply with applicable regulatory requirements regarding emergency response and employee and contractor safety, and could require TORC to spend significant time and resources relocating operating infrastructure away from this area (also creating additional impacts from those corresponding construction efforts). All of these impacts would cause significant hardship to TORC’s operations.

In addition to the logistical, emergency response, and safety issues for TORC’s Refinery raised above, the proposed easement or acquisition for an access road in this area of the Refinery could also impact TLC’s rights-of-way (“ROWs”), which contain multiple pipelines and related infrastructure that are used to convey petroleum products between the Refinery and downstream pipelines, facilities, and customers. Ready TLC employee and contractor access to these pipelines in the ROWs is necessary for legally mandated inspections, maintenance, and to address any leaks that may occur over time. Accordingly, the Project’s proposal would limit TLC access to (or the path of) the TLC’s pipelines and related infrastructure in the ROWs, and could require the pipelines to be altered or moved. Alteration or relocation of these pipelines and related infrastructure would necessitate an extensive period of construction in and around the impacted area, causing additional noise,

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air quality, traffic, and other impacts associated with such construction activities. Additionally, any alteration or relocation would require the pipelines to be shut down for some extended period of time, which would adversely impact TORC and TLC operations and California consumers.

The Proposed Project's annexation of a large section of the existing Refinery's southwestern perimeter for an access road will present a host of logistical and operational challenges for the Proposed Project, TORC, and TLC that have not been addressed at all in the DEIR. Questions of whether and how the Proposed Project, TORC's Refinery, and TLC's pipelines and related infrastructure could accommodate the other's operations are numerous and complex. TORC and TLC believe that Metro should engage an independent third-party expert consultant to study the impacts of the proposed access road annexation and any other encroachment on existing TORC Refinery property and TLC's ROWs. At a minimum, such a study should identify all of the work that would be required to ensure TORC's Refinery's and TLC's ROWs' ongoing compliance with environmental, emergency response, safety, and related requirements, if the Proposed Project were to require an easement or acquisition for an access road or any other encroachment through the affected area. The results of this study should be shared with TORC, TLC, and the public and fully incorporated into any future revised DEIR, along with an analysis of the potential impacts of the work required and the potential alternatives to the Proposed Project that could mitigate or avoid these issues and impacts.

139-3

**II. The Project Has Not Addressed Potential Impacts to Passengers from Proximity to Emergency Flares and Other Industrial Equipment on a Rail Line Previously Used Only for Freight**

The DEIR also lacks any analysis of potential impacts on prospective rail passengers from proximity to the TORC Refinery's tank farm, emergency flares, and other area industrial operations. As Metro knows, rail line running through this area is currently used only for commercial freight. As noted above, the portion of the rail line immediately adjacent to the Refinery is located within approximately 420 feet of the Refinery's tank farm and within approximately 1,000 feet of the Refinery's two main emergency flares. The nearest tanks contain large volumes of petroleum products. Any future incident that might occur involving the flares and/or these tanks would create safety concerns for persons and equipment in the area, potentially requiring evacuation of the area. Given its proximity, those safety considerations also would have an impact on the Project's proposed adjacent rail line.

139-4

The Refinery flares, which rise 200 feet above the Refinery, are designed to safely combust excess flammable Refinery gas in the event of an emergency or necessary equipment maintenance. When operating, these flares can emit radiant heat of approximately two (2) kilowatts per square meter (kW/m<sup>2</sup>), requiring Refinery employees and contractors to follow safety precautions to vacate the area during their operation.

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Again, the proximity of the proposed adjacent rail line requires that Metro revise the DEIR to address these safety considerations. We are concerned that the DEIR has not even attempted to analyze whether and how passengers on the Project's proposed route nearest to the Refinery may be adversely impacted by an incident at the tank farm and/or potential operation of the flares. Metro must amend the DEIR to assess these potential impacts.<sup>2</sup>

Notably, the City in its EIR for the Del Amo Boulevard extension project did analyze the potential radiant heat impacts of the Refinery's flares. The City included as an important project mitigation a physical barrier at Crenshaw and Del Amo Boulevards that could be lowered to prevent vehicular and pedestrian traffic along the north side of Del Amo Boulevard from getting near the flares if activated. As further mitigation, the project did not include a sidewalk or bike lane on the north side of Del Amo Boulevard, which is closest to the Refinery, to further prevent pedestrian and bike traffic from being exposed if the flares were activated. None of these types of potential mitigation have been considered as part of the Proposed Project.

139-4

Again, as discussed above, TORC urges Metro to engage a third-party expert to assess the potential impacts to rail passengers associated with the Proposed Project's close proximity to the Refinery's tank farm, flares, and other industrial equipment, along with potential alternatives to mitigate or avoid those impacts. The results of this study should be incorporated into a revised and recirculated DEIR for further review and comment by the public before Metro proceeds with the Proposed Project.

**III. The Project Has Not Addressed Other Potential Impacts Related to Security, Safety, Land Use, Etc.**

In addition to failing to address the issues and impacts addressed above, the DEIR also fails to analyze other potential impacts related to security, safety, land use, etc., due to the Proposed Project's close proximity to the Refinery.

Regarding security, the Refinery is subject to the Chemical Facility Anti-Terrorism Standards and Protecting and Securing Chemical Facilities from Terrorist Attacks Act. Under these regulations administered by Homeland Security, TORC has undertaken certain security precautions to keep the Refinery secure and safe for employees, contractors, and the community. Currently, the DEIR does not analyze the potential security impacts and risks of the Proposed Project's rail line to the Refinery and its ability to comply with these regulations.

139-5

Regarding safety, the Refinery is subject to state and federal Risk Management Practices regulations. Under these regulations, administered by the California Office of Emergency

<sup>2</sup> In the context of this additional impact analysis, Metro also should consider potential safety and other impacts in the event of a train derailment in close proximity to this section of the Refinery.

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Services on the state level and the U.S. Environmental Protection Agency on the federal level, TORC has undertaken required impact analyses for certain materials used in its operations. These analyses are used by various local, state, and federal agencies for planning purposes to determine the appropriate level of response needed in the event of an incident. The DEIR does not analyze how these agencies' planning or response may be impacted by the Proposed Project.

Regarding land use, the Refinery is zoned M2-Heavy Industrial under the City's Zoning Ordinance and General Plan. Under the City's zoning, certain setback requirements may be applicable to the Refinery's boundary, which could apply in the area of the Proposed Project's access road. The DEIR does not analyze how the City's zoning requirements could impact applicable setback requirements associated with the proposed access road.

Again, as discussed above, TORC urges Metro to engage a third-party expert to assess the potential security, safety, land use, and other impacts, along with potential alternatives to mitigate or avoid those impacts. The results of this study should be incorporated into a revised and recirculated DEIR for further review and comment by the public before Metro proceeds with the Proposed Project.

**IV. The Proposed Timeline for Selection of a Project Alternative is Unrealistic and Disregards the Time Needed to Address the Important Potential Impacts Discussed Above**

Finally, the DEIR notes that Metro staff intend to present a final recommendation on their Proposed Project route(s) alignment by Spring 2023, ostensibly as part of or a prelude to issuance of a Final EIR. TORC believes that the issues identified above are both challenging and complex. But these impacts must be addressed now. They are reasonably foreseeable and significant, and their analysis (and analysis of potential mitigation measures) cannot be "piecemealed" or deferred to a later date. See Cal. Pub. Res. Code § 21065; CEQA Guidelines §§ 15126.4(a)(1)(B), 15378(a). While TORC stands ready to work cooperatively and collaboratively with Metro staff in assessing the impacts related to the Proposed Project's proximity to TORC's Refinery property and operations and TLC's ROWs, the full picture of potential impacts from the Proposed Project simply will not be known by this spring. TORC urges Metro staff to undertake a full and fair analysis of all the Proposed Project's potential impacts, and not cut this process short to meet artificial or unrealistic deadlines.

\* \* \*

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Again, TORC appreciates the opportunity to provide these comments on the Proposed Project. Despite the concerns outlined above, we remain ready and willing to engage with Metro staff to address these concerns and assess the full range of the Proposed Project's potential impacts, alternatives, and mitigation measures to alleviate or avoid these impacts.

Very truly yours,

A handwritten signature in blue ink that reads "Sara C. Wilson". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Sara Wilson  
Refinery Manager

cc: John Sakers  
Barbara Graham

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County of Los Angeles  
7/10/2023 10:24 AM  
David W. Slayton,  
Executive Officer/Clerk of Court,  
By J. Pollock, Deputy Clerk

5 Attorneys for Plaintiff  
George Brunn

7 SUPERIOR COURT OF THE STATE OF CALIFORNIA  
8 FOR THE COUNTY OF LOS ANGELES

10 GEORGE BRUNN )  
11 Plaintiff, )  
12 vs. )  
13 CITY OF HERMOSA BEACH, a )  
Municipal Corporation; HERMOSA )  
14 BEACH POLICE DEPARTMENT, a )  
public safety department; PAUL )  
15 LEBARON; and DOES 1 through 10, )  
inclusive, )  
16 Defendants )

CASE NO. 23TRCV02212

CIVIL COMPLAINT

- 1. VIOLATION OF THE PUBLIC SAFETY OFFICERS PROCEDURAL BILL OF RIGHTS ACT, GOVERNMENT CODE SECTIONS 3300, ET SEQ.
- 2. DECLARATORY RELIEF
- 3. VIOLATION OF MEYERS MILIAS BROWN ACT, GOVERNMENT CODE SECTION 3500, ET SEQ.

19  
20 COMES NOW, PLAINTIFF GEORGE BRUNN, and alleges as follows:

21 1. This action is being brought in order to seek injunctive and/or mandamus  
22 relief for Defendants' violations of California statutory law related to public employment,  
23 including the Public Safety Officers Procedural Bill of Rights Act, Government Code  
24 §3300, et seq.; and the Meyers-Milias-Brown Act.

25 2. Plaintiff George Brunn was and is a sworn police officer with the Hermosa  
26 Beach Police Department, as such, he was also a public safety officer as that term is  
27 used in Government Code §3301. Plaintiff has successfully completed probation as a  
28 police officer and is entitled, by statute, to the protections of Government Code §3300,

1 et seq., the Public Safety Officers Procedural Bill of Rights Act. ("POBRA")

2 3. Plaintiff was also, at various time mentioned herein, was a public  
3 employee, as that term is used in Government Code §3501. Plaintiff is a member and  
4 was, at certain times mentioned herein, an elected officer of the Hermosa Beach Police  
5 Officers Association. The Hermosa Beach Police Officers' Association was and is the  
6 recognized employee organization, as that term is used in Government Code §3501, for  
7 sworn police officers and sergeants employed by the City of Hermosa Beach/Hermosa  
8 Beach Police Department.

9 4. Defendants City of Hermosa Beach and Hermosa Beach Police  
10 Department are public agencies as that term is used in Government Code §3500, et  
11 seq. The Hermosa Beach Police Department is an employing public safety department,  
12 employer and/or public agency, as those terms are used in Government Code §3300,  
13 et seq.

14 5. Defendant Paul LeBaron is the Chief of Police for the City of Hermosa  
15 Beach and Hermosa Beach Police Department and is charged with the supervision and  
16 management of all management personnel of the Hermosa Beach Police Department.  
17 Defendant LeBaron participated, supervised and/or was actively involved in the incident  
18 giving rise to this Complaint and did so in his official capacity.

19 6. At all times herein mentioned, DOES I-X, inclusive, were the agents, servants  
20 and employees of Defendants, City of Hermosa Beach and/or Hermosa Beach Police  
21 Department, and in doing the things hereinafter alleged, were acting within the scope of  
22 their authority as such agents, servants and employees with the permission and  
23 consent of Defendants. Plaintiff will amend the Complaint to allege true names and  
24 capacities of DOES I-X, inclusive when ascertained.

25 **VENUE AND JURISDICTION**

26 7. This matter is being brought before the Los Angeles County Superior  
27 Court , in that the underlying acts, omissions, injuries and related facts and  
28 circumstances giving rise to the present action occurred in the City of Hermosa Beach,

1 County of Los Angeles, California. This Court has jurisdiction over the present matter  
2 because, as delineated within this complaint, the nature of the claims and amount in  
3 controversy meet the requirements of jurisdiction in the Superior Court. This Court is  
4 empowered with initial jurisdiction to entertain suits brought pursuant to California  
5 Government Code §3300, et seq., and for traditional mandamus action.

6 8. Plaintiff requests a jury trial on all non-mandamus relief.

7 9. Under Government Code §3309.5, Plaintiff need not exhaust all his  
8 administrative remedies. Moreover, Plaintiff has asserted his rights in the  
9 administrative action to no avail, and there are no additional administrative remedies  
10 available to him at this time. Therefore Plaintiff asserts that he has exhausted all  
11 administrative remedies required of him.

12 **GENERAL STATEMENT OF FACTS**

13 10. Plaintiff is a tenured officer with the Hermosa Beach Police Department.  
14 He is also an active member of the Hermosa Beach Police Officers Association and a  
15 member of its Board of Directors. Plaintiff, as a member of the HBPOA/Board of  
16 Directors was active in his opposition to the City Manager's COVID-19 vaccination  
17 mandate, and active in his opposition to two Police Lieutenants being granted status  
18 and pay as Captains without having to undergo a civil service testing process, as well  
19 as the City's unlawful manner in which they changed the structure of the Police  
20 Department (promoting the Lieutenants without a testing process and providing them a  
21 gift of public funds; eliminating at least one sergeant and two lieutenant positions from  
22 the Hermosa Beach POA, and other violations of the Meyers-Milias-Brown Act. It  
23 should be noted that the California Public Employment Relations Board has issued a  
24 charge against the City of Hermosa Beach for their unlawful actions.

25 11. In the five years leading up to the matter discussed below, Plaintiff had  
26 not received any disciplinary action, and had outstanding evaluations. He never had  
27 any sustained allegation of excessive force, nor any allegations of failing to report force.

28 12. On or about April 10, 2021, Plaintiff, other officers and sergeants of the

1 Hermosa Beach Police Department and the Acting Watch Commander were involved in  
2 an arrest incident wherein a suspect had to be physically controlled after refusing to  
3 comply with lawful commands and approaching/closing the distance to the officers. At  
4 the time of an incident, the designated Watch Commander was present on scene and  
5 discussed the incident with officer, including Plaintiff, that same night.

6 13. After the April 10, 2021, arrest incident, the Watch Commander became  
7 aware that other officers that responded to the fight call, including Plaintiff, used force  
8 to take a suspect (a male) into custody. The Watch Commander observed officers  
9 dealing with a resistance/struggling suspect, and noticed that the suspect was bent over  
10 the side fender and hood of a police car as officers tried to maintain control over him.  
11 Immediately after the arrest of the male, the Watch Commander spoke to the officers  
12 that were present and involved, including Plaintiff.

13 14. Prior to this incident, a new UOF Policy had been implemented in  
14 December 2020, and distributed, but there had been no in-house training on the policy.  
15 At the time of the arrest incident, knowledge and/or understanding of Use-of-Force  
16 policy was inconsistent as to when to document force; as it was a new policy with many  
17 interpretations.

18 15. Based on the information provided to the Watch Commander, together  
19 with his own observations, the Watch Commander believed that the officers, including  
20 Plaintiff, had used force on the suspect and that the force used was required to be  
21 reported in a supplemental/use-of-force report.

22 16. After the incident, but during the same shift, the Watch Commander  
23 directed Plaintiff to write to a Use of Force report. This direction was given multiple  
24 times on April 10, 2021.

25 17. At the time of the Watch Commander's next shift, believed to be April 11,  
26 2021, when completing his own report on the incident, the Watch Commander reviewed  
27 three officer's BWC, including videos that showed Plaintiff's purported use of force.  
28 The Watch Commander also learned that Plaintiff had not yet written a Use of Force

1 report and discussed this fact with Plaintiff and other officers.

2 18. The Watch Commander directed Plaintiff, again, to write a use-of-force  
3 report. Plaintiff indicated that he was going to speak to then Police Lieutenant Landon  
4 Phillips about whether a report was required or not and there were ongoing differences  
5 of opinions.

6 19. In April 2021, Plaintiff briefly discussed the issue with then Lieutenant  
7 Phillips, and Phillips indicated that he was going to research the issue and speak to a  
8 use-of-force instructor for the police department. Phillips never got back to Plaintiff.

9 20. In June 2021, the Hermosa Beach Police Department and the Hermosa  
10 Beach City Prosecutor filed misdemeanor charges against the suspect for resisting  
11 arrest, and a bench warrant was issued for the suspect when he failed to appear at his  
12 arraignment.

13 21. It is believed that some time in later 2021 or early 2022, Chief LeBaron,  
14 the City and the Hermosa Beach Police Department unilaterally promoted Lt. Phillips  
15 and Lt. Dorothy Scheid to Captain positions with a significant increase in pay, but  
16 without going through any competitive civil service promotional process. These actions  
17 caused a change in working conditions, including, but not limited to the removal of  
18 positions from the POA, increased the work load for police sergeants, and removal of  
19 promotional opportunities (as sergeants are no longer eligible to promote to lieutenant,  
20 nor are they eligible to promote to Police Captain without first serving as a Police  
21 Lieutenant). These actions by the City were undertaken without the consent of the POA  
22 and without meeting and conferring. The POA and Plaintiff opposed these actions.

23 22. In March 2022, Lt. Phillips and Lt. Dorothy Scheid filed a petition to be  
24 removed from the Hermosa Beach Police Officers Association, and the Hermosa Beach  
25 Police Officers Association, including Plaintiff as a Board of Director, opposed the  
26 efforts.

27 23. In March 2022, now "Captain" Phillips, initiated an personnel complaint  
28 against Plaintiff based on the April 10, 2021, arrest incident, and on March 11, 2022,

1 the investigation was assigned to a private investigator.

2 24. Defendants did not complete an investigation nor issue any notice of  
3 intent to discipline to Plaintiff, or any other officer, within one year of the public agency's  
4 discovery by a person authorized to initiate an investigation of the allegation of an act,  
5 omission, or other misconduct; to wit, the Watch Commander. The investigation was  
6 required to be completed on or before April 10, 2022.

7 25. On or about May 18, 2022, the Watch Commander and other officers  
8 involved in the April 10, 2021, arrest incident were interrogated by the assigned private  
9 investigator hired by the City to conduct the Internal Affairs Investigation. All of the  
10 interrogations were recorded and Acting Captain Phillips was present at the outset of  
11 the interrogations to provide the officers certain admonitions. During the interrogations,  
12 each officer, and the Watch Commander, were given an order not to discuss the matter  
13 with anyone other than their representative. These orders were objected to as unlawful,  
14 but the Department indicated that the order remained.

15 26. It is believed that the Watch Commander provided comments adverse to  
16 Plaintiff, but also provided materials and/or exculpatory evidence that would assist  
17 Plaintiff in challenging any disciplinary action and/or prosecuting the violations of his  
18 rights.

19 27. It is believed that at least two officers involved in the arrest incident also  
20 provided statements that would be material/exculpatory to Plaintiff's defense.

21 28. On May 19, 2022, Acting Captain Phillips requested that the Los Angeles  
22 County District Attorney's office to conduct a criminal investigation. Even though this  
23 request for a criminal investigation was initiated more than a year after the incident and  
24 more than a year after, the Department tried to conceal this fact by falsely claiming that  
25 the investigation was tolled during the District Attorney investigation. The District  
26 Attorney's investigation was opened on May 20, 2022.

27 29. On June 22, 2022, Plaintiff was placed on administrative leave. Plaintiff  
28 was also given an unlawful order not to contact any HBPD employees for any reason

1 during normal working hours without permission from Chief LeBaron and not to enter  
2 any HYPD facility. This order clearly inhibited Plaintiff's ability to serve as a Board of  
3 Director for the Hermosa Beach Police Officers Association.

4 30. The District Attorney's office determined that the male suspect was not  
5 complying with officers' lawful commands and tried to leave the scene of his detention.  
6 When the suspect was stopped, he became confrontational, cursed at officers, and  
7 "squared off" with the officers. Officers were forced to go hands on to counter the  
8 suspect's resistance. Even after the force had been applied, the suspect continued to  
9 resist, make derogatory comments, and kick at an officer.

10 31. The District Attorney's office determined Plaintiff acted objectively  
11 reasonable in pushing the suspect over the hood of the patrol car and attempted to  
12 keep the suspect's head against the hood to counter the suspect's resistance.

13 32. On November 1, 2022, the Los Angeles District Attorney's office (JSID)  
14 determined that Plaintiff's actions were objectively reasonable and the degree of force  
15 used was relatively minor, and not more force than necessary.

16 33. On November 8, 2022, Plaintiff was informed, by Acting Captain Phillips,  
17 that he was under investigation for the April 10, 2021, incident.

18 34. On December 5, 2022, Plaintiff was interrogated about the April 2021  
19 incident; the interrogation was recorded. Plaintiff, via counsel, raised/reported a number  
20 of violations of state law (POBRA).

21 35. At the conclusion of Plaintiff's interrogation, Plaintiff requested that all  
22 documents regarding this case, including any communications with the District  
23 Attorney's office, reports, draft reports, emails, post-its, handwritten notes, all  
24 recordings, all emails, everything be generated as material evidence under Penal Code  
25 section 135.5, and POBRA. Plaintiff further requested, Government Code §3303(g), if  
26 there's any subsequent interviews or further proceedings contemplated that all  
27 investigative materials be provided immediately.

28 36. After the interrogation, the investigator indicated that he did not believe

1 this case would result in Plaintiff's termination, but may result in a lower form of  
2 discipline.

3 37. It is believed that the private investigator submitted his report to the  
4 Defendants on or about December 11, 2022, but then modified his report at the request  
5 of Acting Captain Phillips.

6 38. On or about January 18, 2023 and again on January 31, 2023, the  
7 Hermosa Beach Police Department, conducted a review of the investigation of the April  
8 10, 2021, incident; the case was presented by Acting Captain Phillips. It was at these  
9 times that the department was contemplating further proceedings against Plaintiff and  
10 the other officers. No documents were provided to Plaintiff at these times.

11 39. On or about February 9, 2023, the Hermosa Beach Police Department,  
12 conducted a review of the investigation of the April 10, 2021, incident. It was at this  
13 time that the department was contemplating further proceedings against Plaintiff and  
14 the other officers. No documents were provided to Plaintiff at that time.

15 40. On or about March 30, 2023, Chief LeBaron found that the allegations  
16 against Plaintiff would be sustained and issued a notice of proposed disciplinary action  
17 based on both charges that Plaintiff was given notice of prior to his interrogation, and  
18 other charges that Plaintiff was not given notice of prior to appearing for interrogation.

19 41. When serving the notice of intent to discipline, none of the other officers'  
20 interrogations, including that of the Watch Commander, were produced to Plaintiff.

21 42. On or about April 6, 2023, Plaintiff, via counsel, requested a pre-  
22 disciplinary meeting with the Chief of Police and made a request for undisclosed  
23 investigative materials and other materials relevant to his defense.

24 43. The Defendants falsely stated that all required documents had been  
25 produced, but that they would review the materials again and produce additional  
26 documents to the extent not prohibited by law.

27 44. On June 15, 2023, Defendants produced additional records, but still did  
28 not produce any of the recordings or transcripts of the other officers that had been

1 interrogated, including the interrogation of the Watch Commander.

2 45. On June 21, 2023, Plaintiff again requested copies of the recordings  
3 and/or transcripts of the other officers' interrogation. On July 4, 2023, Captain Phillips  
4 denied the request falsely claiming that Plaintiff had been provided with all materials  
5 used in the disciplinary decision.

6 46. Plaintiff has information and belief that Captain Phillips has in the past  
7 made similarly false statements to protect himself from criminal liability under Penal  
8 Code §135.5.

9 47. Pursuant to the Hermosa Beach Rules and Regulations, no disciplinary  
10 action discipline can be initiated or implemented if it's not done so within a reasonable  
11 time. Specifically, Rules and Regulations section 10.20 indicates that all action taken  
12 against any officer shall be initiated as soon as practical after the discovery of the  
13 violation, and at no time shall any disciplinary action be taken for violation that has  
14 occurred beyond a reasonable time period after discovery of the violation; this is a  
15 mandatory provision of the Rules and Regulations. Similarly, Hermosa Beach Rules  
16 and Regulations section 40.75 prohibits any officer of the Hermosa Beach Police  
17 Department, including the chief of police, from initiating disciplinary actions against any  
18 other officer when such action is the product of a violation that had been known to the  
19 initiating officer and the initiating officer had not taken action within a reasonable time  
20 period. Rules and Regulations defines "reasonable time period" to be 30 days unless  
21 there's extreme extenuating circumstances. Respondents are violating their own rules  
22 and regulations.

23 48. Aside from the Hermosa Beach Police Department Rules and  
24 Regulations, there is also a policy and/or procedure for Internal Affairs/Administrative  
25 Review investigations that require that the Investigation will be completed  
26 in a timely manner and in accordance with the time provisions of 3304(d) of the  
27 Government Code and that investigations will be complete within ninety (90) calendar  
28 days from the date the complaint was approved for investigation by the Chief of Police.



1 Relief and/or other Extraordinary Relief for violation of the Public Safety Officers  
2 Procedural Bill of Rights Act, Government Code, as afforded under Government Code  
3 §3309.5, realleges paragraphs 1 through 53 as herein above set forth and further  
4 alleges:

5       55. Government Code §3303 mandates that when any public safety officer is  
6 under investigation and subjected to interrogation by his or her commanding officer, or  
7 any other member of the employing public safety department, that could lead to punitive  
8 action, the interrogation shall be conducted under the following conditions. For the  
9 purpose of this chapter, punitive action means any action that may lead to dismissal,  
10 demotion, suspension, reduction in salary, written reprimand, or transfer for purposes of  
11 punishment.

12               (c) The public safety officer under investigation shall be informed of the  
13 nature of the investigation prior to any interrogation.

14               (g) The complete interrogation of a public safety officer may be recorded.  
15 If a tape recording is made of the interrogation, the public safety officer  
16 shall have access to the tape if any further proceedings are contemplated  
17 or prior to any further interrogation at a subsequent time. The public safety  
18 officer shall be entitled to a transcribed copy of any notes made by a  
19 stenographer or to any reports or complaints made by investigators or  
20 other persons, except those which are deemed by the investigating  
21 agency to be confidential. No notes or reports that are deemed to be  
22 confidential may be entered in the officer's personnel file. The public  
23 safety officer being interrogated shall have the right to bring his or her own  
24 recording device and record any and all aspects of the interrogation.

25               (h) If prior to or during the interrogation of a public safety officer it is  
26 deemed that he or she may be charged with a criminal offense, he or she  
27 shall be immediately informed of his or her constitutional rights.

28       56. During the course of Internal Affairs investigations of Plaintiff, Plaintiff's

1 rights under Government Code §3303 have been violated as he was not 1) notified as  
2 to the full nature and scope of the investigation, 2) not provided transcribed copies of  
3 any notes made by a stenographer or copies of any and all reports or complaints made  
4 by investigators or other persons, also known as the investigative materials; and/or 3)  
5 was not informed, either when placed on administrative leave, or served with the notice  
6 of investigation that he was his conduct could be deemed that he may be charged with  
7 a criminal offense immediately upon Defendants knowing that to be the case.

8 57. California Government Code § 3304(a) provides, in pertinent part, that  
9 “No public safety officer shall be subjected to punitive action, or denied promotion, or be  
10 threatened with any such treatment, because of the lawful exercise of the rights granted  
11 under this chapter, or the exercise of any rights under any existing administrative  
12 grievance procedure.

13 58. As alleged above, after Plaintiff exercised his rights under POBRA.  
14 Thereafter, Defendants subjected Plaintiff to punitive action and/or threatened him with  
15 punitive action. because of the lawful exercise of rights granted under this chapter.

16 59. Government Code §3304(d)(1) provides, in pertinent part, “ Except as  
17 provided in this subdivision and subdivision (g), no punitive action, nor denial of  
18 promotion on grounds other than merit, shall be undertaken for any act, omission, or  
19 other allegation of misconduct if the investigation of the allegation is not completed  
20 within one year of the public agency’s discovery by a person authorized to initiate an  
21 investigation of the allegation of an act, omission, or other misconduct. This one-year  
22 limitation period shall apply only if the act, omission, or other misconduct occurred on or  
23 after January 1, 1998. In the event that the public agency determines that discipline  
24 may be taken, it shall complete its investigation and notify the public safety officer of its  
25 proposed discipline by a Letter of Intent or Notice of Adverse Action articulating the  
26 discipline that year, except as provided in paragraph (2). The public agency shall not be  
27 required to impose the discipline within that one-year period.

28 60. On April 10, 2021, Defendant City of Hermosa Beach and/or Hermosa

1 Beach Police Department discovered, by a person authorized to initiate an investigation  
2 of the allegation of an act, omission, or other misconduct, to wit the Acting Watch  
3 Commander, an alleged act, omission or other misconduct by Plaintiff; to wit, a use-of-  
4 force, and a failure to document the use of force. It is also believed that the Defendants  
5 were aware, at that same time, of other acts, omission or misconduct, to wit, use of  
6 profanity and ignorance of a new policy provision.

7 61. Defendants did not complete their investigation nor propose punitive  
8 action against Plaintiff for the April 10, 2021, incident within one year. In fact, no  
9 punitive action was proposed against Plaintiff for 719 days from the date of discovery.

10 62. When Plaintiff requested copies of investigative files and/or investigative  
11 materials, pursuant to Government Code §3303(g), §3305, §3306, and/or §3306.5, the  
12 requests were either denied or not honored in total. In fact, copies of the recordings  
13 and/or transcripts from the other officers interrogations, including the Watch  
14 Commander's, have not been produced.

15 63. Government Code §3306.5 provides, in pertinent part that:

16 (a) Every employer shall, at reasonable times and at reasonable intervals,  
17 upon the request of a public safety officer, during usual business hours,  
18 with no loss of compensation to the officer, permit that officer to inspect  
19 personnel files that are used or have been used to determine that officer's  
20 qualifications for employment, promotion, additional compensation, or  
21 termination or other disciplinary action.

22 (b) Each employer shall keep each public safety officer's personnel file or  
23 a true and correct copy thereof, and shall make the file or copy thereof  
24 available within a reasonable period of time after a request therefor by the  
25 officer.

26 64. Plaintiff alleges that he requested information, but was not, under  
27 Government Code §3306.5, allowed to review any and all personnel files and/or files  
28 used for personnel purposes.

1           65.     Given the violations of Government Code §3300, et seq., Defendants  
2 therefore violated Government Code §3309.5(a). As such, Plaintiff is entitled to relief  
3 under Government Code §3309.5(d)(1), which provides “In any case where the superior  
4 court finds that a public safety department has violated any of the provisions of this  
5 chapter, the court shall render appropriate injunctive or other extraordinary relief to  
6 remedy the violation and to prevent future violations of a like or similar nature, including,  
7 but not limited to, the granting of a temporary restraining order, preliminary injunction, or  
8 permanent injunction prohibiting the public safety department from taking any punitive  
9 action against the public safety officer.”

10           66.     Plaintiff seeks any and all relief properly afforded under Government  
11 Code §3309.5(d)(1), including, but not limited to Plaintiff having all copies of the  
12 punitive actions and/or Internal Affairs investigation removed from his files. Plaintiff  
13 further seeks injunctive/mandamus relief against Defendants, and each of them,  
14 forcing them to institute changes in policies and/or procedures so that Plaintiff and other  
15 officers are properly afforded all rights under POBRA.

16           67.     Unless this court issues injunctive and/or mandamus relief curing the  
17 violations and preventing future violations of a similar nature, Plaintiff will suffer, and will  
18 continue to suffer, irreparable harm, including, but not limited to the fact that his rights,  
19 as afforded by California Government Code §3300, et seq., will be violated without  
20 remedy.

21           68.     Plaintiff has no plain, speedy or adequate remedy under the law. Plaintiff  
22 has attempted to exhaust all administrative remedies to redress the violation of his  
23 rights. Furthermore, pursuant to Government Code Section 3309.5, Plaintiff need not  
24 pursue any administrative remedy in order to address this problem. Thus, Plaintiff is  
25 excused from or has exhausted his administrative remedies. This court is given initial  
26 jurisdiction over this matter pursuant to Government Code §3309.5.

27           69.     The success of Plaintiff in this action will result in the enforcement of an  
28 important right affecting the public interest in that a significant benefit will be conferred

1 on a large class of persons, that is, public employees, and the necessity and financial  
2 burden of private enforcement of said benefit are such as to make appropriate the  
3 award of attorney fees pursuant to California Code of Civil Procedure §1021.5.

4 **SECOND CAUSE OF ACTION**

5 **DECLARATORY RELIEF RE GOVERNMENT CODE §3300, ET SEQ**

6 70. Plaintiff George Brunn, for a Second Cause of Action against Defendants  
7 City of Hermosa Beach, a Municipal Corporation; Hermosa Beach Police Department, a  
8 public safety department, as that term is used in Government Code §3309.5; the  
9 individually named Defendants; and DOES I-X, inclusive, for declaratory relief reallege  
10 paragraphs 1 through 69 as herein above set forth and further allege:

11 71. An actual controversy now exists between the Defendants and Plaintiff  
12 concerning officers' rights under Government Code §3300, et seq., including what 1)  
13 what information and/or notices must be provided to officers that are under investigation  
14 by Defendants; 2) what documents must be provided to officers under investigation and  
15 when they must be provided; 3) when is the one year statute of limitations under  
16 Government Code §3304 trigger; 4) is an officer entitled to all investigative materials  
17 when he/she is facing punitive action; 5) what constitutes retaliation under Government  
18 Code §3304; and 6) what files/information must be produced to an officer for review  
19 under Government Code §3306.5. Plaintiff believes the Defendants violated his and  
20 other officers' rights and that he/they are entitled to relief under Government Code  
21 §3309.5.

22 72. Plaintiff desires a judicial determination of the officers' rights and  
23 remedies under Government Code §3300, et seq., as discussed above, so that he and  
24 other officers may know, what if any, relief officers are entitled to when their rights are  
25 violated and whether the processes used by Defendants will be permitted by the courts  
26 or must be modified to fall within compliance of Government Code §3300, et seq.

27 73. Plaintiff seeks a declaration of the Court that, as referenced above,  
28 Defendants are violating POBRA and that Plaintiff is entitled to the full relief afforded

1 officers under Government Code §3309.5.

2 74. The success of Plaintiff in this action will result in the enforcement of an  
3 important right affecting the public interest in that a significant benefit will be conferred  
4 on a large class of persons, that is, public employees, and the necessity and financial  
5 burden of private enforcement of said benefit are such as to make appropriate the  
6 award of attorney fees pursuant to California Code of Civil Procedure §1021.5.

7 **THIRD CAUSE OF ACTION**

8 **VIOLATION OF GOVERNMENT CODE §3500, et seq.**

9 **(AGAINST ALL MUNICIPAL DEFENDANTS, AND INDIVIDUAL DEFENDANTS**

10 **IN THEIR OFFICIAL CAPACITIES)**

11 75. Plaintiff George Brunn, for a Third Cause of Action against Defendants  
12 City of Hermosa Beach, a Municipal Corporation; Hermosa Beach Police Department, a  
13 public safety department, as that term is used in Government Code §3309.5; the  
14 individually named Defendants; and DOES I-X, inclusive, for relief afforded by  
15 California Whistleblower protections, realleges paragraphs 1 through 56 as herein  
16 above set forth and further allege:

17 76. Government Code §3502 provides: "Except as otherwise provided by the  
18 Legislature, public employees shall have the right to form, join, and participate in the  
19 activities of employee organizations of their own choosing for the purpose of  
20 representation on all matters of employer-employee relations. Public employees also  
21 shall have the right to refuse to join or participate in the activities of employee  
22 organizations and shall have the right to represent themselves individually in their  
23 employment relations with the public agency."

24 77. Government Code §3502.1 provides: "No public employee shall be  
25 subject to punitive action or denied promotion, or threatened with any such treatment,  
26 for the exercise of lawful action as an elected, appointed, or recognized representative  
27 of any employee bargaining unit."

28 78. Government Code §3506 provides: "Public agencies and employee

1 organizations shall not interfere with, intimidate, restrain, coerce or discriminate against  
2 public employees because of their exercise of their rights under Section 3502.”

3 79. Government Code §3506.5 provides “A public agency shall not do any of  
4 the following: (a) Impose or threaten to impose reprisals on employees, to discriminate  
5 or threaten to discriminate against employees, or otherwise to interfere with, restrain, or  
6 coerce employees because of their exercise of rights guaranteed by this chapter.”

7 80. Plaintiff alleges that he was a member of, and elected Board of Director  
8 for the Hermosa Beach Police Department and engaged in activity protected under the  
9 Meyers-Milias-Brown Act.

10 81. Defendants, and each of them, interfered with, intimidated, restrained,  
11 coerced and/or discriminate against Plaintiff because of his exercise of his rights under  
12 Section 3502. Defendants, further, subjected Plaintiff to punitive action and/or  
13 threatened him with such treatment, for the exercise of lawful action as an elected,  
14 appointed, or recognized representative of any employee bargaining unit.

15 82. Said actions by Defendants, include, but are not limited to ordering  
16 Plaintiff not to discuss the investigation, ordering Plaintiff not to contact any HBPD  
17 employee for any reason during normal working hours, ordering Plaintiff not to enter  
18 HBPD facilities, not providing a copy of the complaint giving rise to this action at the  
19 time of his interrogation, and/or not complying with its own Rules, Regulations, Policies  
20 and/or Procedures during the investigation and/or discipline of Plaintiff.

21 83. Government Code §3511 provides that the changes made to Sections  
22 3501, 3507.1, and 3509 of the Government Code by legislation enacted during the  
23 1999–2000 Regular Session of the Legislature shall not apply to persons who are  
24 peace officers as defined in Section 830.1 of the Penal Code.

25 84. Plaintiff is a person who is a peace officer under Penal Code §830.1; thus,  
26 is not required to first file an action with PERB prior to bringing this litigation.

1 **PRAYER**

2 **WHEREFORE**, Plaintiff seeks judgment against Defendants, and each of them,  
3 on all causes of action as follows:

4 **First Cause of Action**

5 1. Plaintiff seeks any and all relief he is entitled to relief under Government  
6 Code §3309.5(d)(1), which provides “In any case where the superior court finds that a  
7 public safety department has violated any of the provisions of this chapter, the court  
8 shall render appropriate injunctive or other extraordinary relief to remedy the violation  
9 and to prevent future violations of a like or similar nature, including, but not limited to,  
10 the granting of a temporary restraining order, preliminary injunction, or permanent  
11 injunction prohibiting the public safety department from taking any punitive action  
12 against the public safety officer.”

13 2. Injunctive/mandamus relief compelling Defendants to change their  
14 policies, practices and procedures related to the investigation and discipline of peace  
15 officers.

16 **Second Cause of Action**

17 3. Plaintiff desires a judicial determination of the officers’ rights and  
18 remedies under Government Code §3300, et seq., so the parties may know, what if  
19 any, relief Plaintiff and/or the other officers are entitled to and whether the process used  
20 by Defendants will be permitted by the courts or must be modified to fall within  
21 compliance of Government Code §3300, et seq. If violations are found, Plaintiff seeks  
22 any and all relief they are entitled to the fullest extent afforded under Government Code  
23 §3309.5.

24 **Third Cause of Action**

25 4. Plaintiff seeks any and all relief he is entitled to relief under Government  
26 Code §3500, et seq., and a make-whole remedy, including any and all appropriate  
27 injunctive or other extraordinary relief to remedy the violation and to prevent future  
28 violations of a like or similar nature, including, but not limited to, the granting of a

1 temporary restraining order, preliminary injunction, or permanent injunction prohibiting  
2 the public safety department from taking any punitive action against the public safety  
3 officer.”

4 5. Injunctive/mandamus relief compelling Defendants to change their  
5 policies, practices and procedures related to the investigation and discipline of peace  
6 officers.

7 6. Attorney fees and costs as allowed by law;

8 **All Causes of Action**

9 7. Attorney fees pursuant to statute and/or California Code of Civil  
10 Procedure §1021.5.

11 8. For costs of suit incurred herein; and

12 9. Such other and further relief as the court deems proper under the  
13 circumstances.

14  
15 Dated: July 10, 2023

COREY W. GLAVE, ATTORNEY AT LAW

16 /s/ Corey W. Glave

17 \_\_\_\_\_  
Corey W. Glave,  
Attorney for Plaintiff

18  
19  
20  
21 Plaintiff hereby requests a jury trial on all claims and cause of action giving rise  
22 to the right to a jury trial.

23  
24  
25 Dated: July 10, 2023

COREY W. GLAVE, ATTORNEY AT LAW

26 /s/ Corey W. Glave

27 \_\_\_\_\_  
Corey W. Glave,  
Attorney for Plaintiff

**VERIFICATION**

The undersigned declares as follows:

I am the Plaintiff in this action. I have read the foregoing COMPLAINT, and know the contents thereof. Said Complaint was written with the assistance of counsel. I believe the contents are true, except as to the matters which are therein stated on information or belief, and as to those matters I believe them to be true.

I declare under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Signed this \_\_\_\_ day of July, 2023, in Los Angeles County.

/s/ George Brunn

\_\_\_\_\_  
George Brunn



## Hermosa Beach Residents' Forum

October 10 at 12:19 PM · 🌐

Claudia Berman - Item 25-AS-080



### Parking Permits

With 155 votes, yesterdays poll has 80% of respondents saying there isn't enough parking in Hermosa Beach. The City Council is set to review parking permit rules on Oct. 15. 2 letters in the news paper say the current system is too strict and should allow more permits/vehicles — others think more vehicles would make parking even harder.

### Should the city relax parking permit restrictions?

@everyone

- The city should NOT relax parking permit restrictions as it makes parking harder. 60% >
- The city should relax parking permit restrictions even if it makes parking harder. 40% >

144 Votes 13 comments



Like



Comment



Share



## Hermosa Beach Residents' Forum

4 days ago · 🌐



What do you find to be the general state of street parking availability in Hermosa Beach's impacted beach areas?

@everyone

- I find there is generally NOT enough street parking 80% >
- I find there is generally enough street parking 20% >

185 Votes 13 comments

