



Beverly Hills City Council Liaison / Legislative/Lobby Committee will conduct a Special Meeting, at the following time and place, and will address the agenda listed below:

**CITY HALL
455 North Rexford Drive
4th Floor Conference Room A
Beverly Hills, CA 90210**

**Monday, June 18, 2018
5:00 PM**

AGENDA

- 1) Public Comment
 - a. Members of the public will be given the opportunity to directly address the Committee on any item not listed on the agenda.
- 2) AB 2343 (Chiu) Real Property: Possession: Unlawful Detainer
- 3) SB 822 (Wiener) Communications: Broadband Internet Access Service
- 4) SB 1393 (Mitchell) Sentencing
- 5) AB 2806 (Obernolte) Vehicles: Disabled Parking
- 6) SB 1000 (Lara) Transportation Electrification: Electric Vehicle Charging Infrastructure
- 7) AB 2495 (Mayes) Prosecuting Attorneys: Charging Defendants for the Prosecution Costs of Criminal Violations of Local Ordinances
- 8) Resolution to Support the Acceleration of the Northern Extension of the Metro Crenshaw/LAX Line
- 9) Request by Vice Mayor Mirisch to Discuss Requiring Full Disclosure on Ballot Measures
- 10) Request for Direction on Prohibiting the Sale of Fur
- 11) Discuss Potential Avenues for Legislation Regarding Street Racing
- 12) Adjournment


Byron Pope, City Clerk

Posted: June 15, 2018

A DETAILED LIAISON AGENDA PACKET IS AVAILABLE FOR REVIEW IN THE LIBRARY AND CITY CLERK'S OFFICE.



In accordance with the Americans with Disabilities Act, Conference Room A is wheelchair accessible. If you need special assistance to attend this meeting, please call the City Manager's Office at (310) 285-1014 or TTY (310) 285-6881. Please notify the City Manager's Office at least twenty-four (24) hours prior to the meeting if you require captioning service so that reasonable arrangements can be made.

Item 2



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT
MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: State Assembly Bill 2343 (Chiu) Real Property: Possession: Unlawful Detainer

ATTACHMENT: 1. Summary Memo – AB 2343

INTRODUCTION

This item requests direction from the City Council Liaison/Legislative/Lobby Committee on State Assembly Bill 2343 (Chiu) Real Property: Possession: Unlawful Detainer ("AB 2343") as the language on this bill has been significantly altered since the Committee recommended supporting it on May 8, 2018.

DISCUSSION

At the City Council Study Session on April 10, 2018, Mark Eliot requested the City look at supporting State Assembly Bill 2219 (Ting) Landlord-Tenant: 3rd-Party Payments ("AB 2219"), Assembly Bill 2364 (Bloom) Rental Control: Withdraw From Accommodation ("AB 2364") and AB 2343. The Mayor directed that these three pieces of legislation be brought before the Legislative/Lobby Liaison Committee for review and direction.

On May 8, 2018, the City Council Legislative/Lobby Committee recommended that the City send letters to our state elected officials to support AB 2219. They also recommended the City support Assembly Bill 2364 (Bloom) Rental Control: Withdraw From Accommodation ("AB 2364") and State Assembly Bill 2343 (Chiu) Real Property: Possession: Unlawful Detainer ("AB 2343"). AB 2219 is on the June 19, 2019 City Council Study Session advising the City Council that staff will proceed with the recommendation of the City Council Legislative/Lobby Committee and have the Mayor sign letter the letter to support for AB 2219.

Since the May 8th meeting, AB 2343 failed to garner enough support to pass out of the State Assembly and is now considered dead. Additionally, AB 2343, was significantly changed prior to its passage out of the State Assembly and it is now in the State Senate. Due to the drastic changes to AB 2343, this legislation is being brought back to Liaisons for review and direction. That attached memo from Shaw/Yoder/Antwih Inc. summarizes the bills recent changes.

The City's state lobbyist, Shaw/Yoder/Antwih Inc., will provide a brief verbal presentation to the Liaisons. After discussion of AB 2343 (Chiu) the Liaisons may recommend the following actions:

- 1) Support AB 2219 (Ting), AB 2343 (Chiu), AB 2364 (Bloom);
- 2) Oppose AB 2219 (Ting), AB 2343 (Chiu), AB 2364 (Bloom);
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1



June 11, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: AB 2343 (Chiu) Real Property: Possession: Unlawful Detainer.

Introduction and Background

AB 2343 (Chiu) is co-sponsored by the Western Center on Law and Poverty and the California Rural Legal Assistance Foundation. The bill would clarify that weekends and judicial holidays do not count towards the amount of time that tenants have to respond to notices and eviction papers. The bill was recently amended weakening many of the renter protections provided for in previous versions.

Specifically, this bill would:

-) Clarify that the 3-day notice periods for unlawful detainers for a tenant to address breaches of a lease or rental agreement including nonpayment of rent and failure to perform certain duties under the lease does not include weekends or judicial holidays.
 - o Earlier versions of the bill extended the notice period for an unlawful detainer action from 3 to 10 calendar days for curable breaches and from 3 to 5 days for non-curable breaches of a lease or rental agreement.
-) Require any unlawful detainer to describe the unperformed duties and the manner in which they may be performed to remedy the situation.
-) Clarify that the five days a defendant has to file their response to a notice of summons in an unlawful detainer case do not include weekends or judicial holidays.
 - o Prior versions of the bill had extended this timeframe from 5 to 14 days.
-) Require the plaintiff in an unlawful detainer action to file proof of service of the summons at least three days before a default judgement may be entered against the plaintiff.

A prior version of the bill also included a provision waiving an existing requirement that a party reimburse a public agency \$275/day for a public employee's time if they have been required to appear as a witness in a civil matter per a subpoena, given that certain conditions were met.

Status of Legislation

AB 2343 (Chiu) is currently in the Senate Rules Committee waiting to be assigned to a policy committee. The bill passed out of the Assembly on a 42-27 vote, with several moderate Democrats abstaining, despite significant amendments that were taken to try to address the concerns of groups like the California Apartment Association, the California Chamber of Commerce, and the California Building Industry Association.

Support and Opposition

Proponents of the bill argue that these additional tenant protections will help prevent fewer renters in the state from being displaced. Supporters state that the current notice periods are insufficient for most renters to address the issues raised, which results in unnecessary and avoidable evictions.

Opponents of the bill argue that the unlawful detainer process is already a lengthy legal process when looked at in its totality. They also assert that there is no need to extend the timeframe a tenant has to respond to an unlawful detainer action, as they say the current process is sufficient.

Support

Western Center on Law & Poverty (co-sponsor)
California Rural Legal Assistance Foundation (co-sponsor)
AIDS Healthcare Foundation
California Renters Legal Advocacy and Education Fund
City of Berkeley Rent Stabilization Program
City of Santa Monica
Disability Rights California
Legal Aid Association of California
Legal Aid Foundation of Los Angeles
Legal Aid Society of San Diego
Tenants Together
YIMBY Action

Opposition

Apartment Association, California Southern Cities
Apartment Association of Greater Los Angeles
Apartment Association of Orange County
California Apartment Association
California Association of Realtors
California Building Industry Association
California Chamber of Commerce
Civil Justice Association of California
East Bay Rental Housing Association
North Valley Property Owners Association
San Diego County Apartment Association
Santa Barbara Rental Property Association

Item 3



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: SB 822 (Wiener) Communications: Broadband Internet Access Service

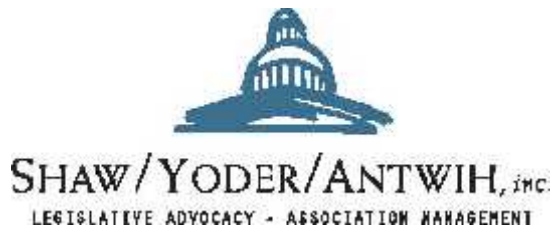
ATTACHMENT: 1. Summary Memo – SB 822

A verbal presentation will be provided by Andrew Antwih with Shaw/Yoder/Antwih Inc. on the attached memo.

After discussion of SB 822 (Wiener) Communications: Broadband Internet Access Service the Liaisons may recommend the following actions:

- 1) Support Senate Bill 822;
- 2) Oppose Senate Bill 822;
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1



June 12, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: SB 822 (Wiener) Communications: Broadband Internet Access Service.

Introduction and Background

Senator Wiener's SB 822 would prohibit internet service providers (ISPs) from taking certain actions that violate the principles of "net neutrality." The bill is a response to the Federal Communications Commission's (FCC) decision to repeal their "net neutrality rules," which went into effect on June 11, 2018. The bill would allow consumers harmed by violations of the bill's provisions to avail themselves of the enforcement mechanisms provided for under the Consumer Legal Remedies Act (CLRA), allowing them to sue for damages. SB 822 (Wiener) also prohibits public agencies from entering into a contract with an ISP that engages in prohibited practices and allows an agency to render void any contract for services entered into with an ISP that is later found to be in violation of the bill's provisions.

Specifically, this bill would:

-) Prohibit ISPs from engaging in the following activities:
 - Blocking lawful content.
 - Slowing down or speeding lawful internet traffic based on source destination, content, or service.
 - Third-party paid prioritization.
 - Selectively zero-rating some internet content, services, or devices or zero-rating in exchange for consideration or payment.
 - Zero-rating is a practice that allows customers to access certain apps or internet content without having it count towards their data limit.
 - Deceptive marketing that misrepresents the treatment of internet traffic or content to its customers.
 - Failing to publicly disclose their network management practices so that consumers are able to make informed choices about their service provider.
 - Requiring monetary or other consideration from edge providers for access to an ISP's end users.
-) Prohibit public entities from purchasing services from ISPs that engage in prohibited practices and would authorize a public entity to void a contract entered into with an ISP that was subsequently discovered to be engaging in prohibited practices.
-) Allow consumers to avail themselves of the legal protections from deceptive and unfair marketing and sales practices afforded them by the CLRA.

Status of Legislation

SB 822 (Wiener) passed out of the Senate on a 23-12 vote. The bill is currently in the Assembly Communications and Conveyance Committee and is set to be heard on June 20th.

Support and Opposition

The author argues that his bill will put “California at the forefront of ensuring an open internet,” and that it establishes enforceable net neutrality standards that will ensure that access to the internet is content-neutral. Proponents of the bill argue that with the repeal of the FCC’s net neutrality rules, the onus is now upon the State to step in to preserve a free and open Internet.

The bill is opposed by business groups and broadband internet service providers. They argue that the bill is more restrictive than the repealed FCC net neutrality rules. They also oppose establishing state-level net neutrality requirements. Additionally, they argue that the bill is inconsistent with the federal regulatory framework, is preempted by federal law, and will result in costly litigation. And, opponents specifically object to the provisions restricting zero-rating.

SUPPORT

18MillionRising.org	Kahl Consultants
Access Humboldt	Langlers WebWorks
ADT Security Services	Lat13
Agribody Technologies, Inc	Latino Coalition for a Healthy California
Aixa Fielder, Inc	Leatherback Canvas
Alameda Motor	Leet Sauce Studios, LLC
American Civil Liberties Union of California	Leverata, Inc
American Sustainable Business	Lisa LaPlaca Interior Design
Analysis of Motion	Logical Computer Solutions
Barnes Insurance	Los Angeles County Democratic Party
BentonWebs	Magical Moments Event Planning & Coordinating
Bioeconomy Partners	May First/People Link
Brian Boortz Public Relations	Mechanics’ Institute Library
Brightline Defense Project	Media Alliance
C, Wolfe Software Engineering	Media Mobilizing Project
Califa	Melbees
California Alarm Association	Merriman Properties LLC
California Association of	MGCC
Competitive Telecommunications Companies	Milked Media
California Association of Nonprofits	Mixt Media Art
California Association of Realtors	MM Photo
California Attorney General, Xavier Becerra	Mobile Citizen
California Common Cause	Mogin Associates
California Conference Board of the Amalgamated	NARAL Pro-Choice California
Transit Union	Narrow Bridge Candles
California Faculty Association	National Consumer Law Center
California Freedom Coalition	National Digital Inclusion Alliance
California Insurance Commissioner, Dave Jones	National Hispanic Media Coalition
California Labor Federation	New American’s Open Technology Institute

California Public Interest Research Group
California Teamsters Public Affairs Council
Cartoonland
CCTV Center for Media & Democracy
Center for Democracy & Technology
Center for Media Justice
Center for Rural Strategies
Change Begins With ME
Cheryl Elkins Jewelry
Chris Garcia Studio
City and County of San Francisco
City of El Cerrito Mayor, Gabriel Quinto
Cities of Emeryville, Los Angeles, Oakland, Sacramento, and San Jose
Coalition for Humane Immigrant Rights
Cogent Communications
Color Of Change
Common Cause
Computer-Using Educators
Corporate Host Services
Constituent Records
Consumer Action
Consumer Attorneys of California
Consumers Union
County of Santa Clara
Courage Campaign
CREDO Action
CreaTV San Jose
Daily Kos
David's Amusement Company
Demand Progress Action
Democracy for America
Digital Deployment
Disability Rights Education & Defense Fund
Dragon's Treasure
dsherman design
Electronic Frontier Foundation
Engine
Engineers & Scientists of California, Local 20
Equal Rights Advocates
EveryLibrary
Faithful Internet
Federal Communications Commission
Commissioners & Chairs (Former): Michael Copps, Gloria Tristani, Tom Wheeler
Fight for the Future
FREE GEEK
Free Press

New Media Rights
NextGen California
Nobody Cares Media
Nonprofit Technology Network
Oakland Privacy
Obscure Engineering
Office of Ratepayer Advocates
OpenMedia
Oregon Citizens' Utility Board
Orthogonal, LLC
Pacific Community Solutions, Inc
Paper Pastiche
Patty's Cakes and Desserts
PEN America
People Demanding Action
Personhood Press
PolicyLink
Pony Named Bill Tack
Pretty Me Store
Professional & Technical Engineers, Local 21
Progressive Technology Project
Prosenergy
Public Knowledge
Reid Case Management
RI Lopez Interpreter Services
RootsAction.org
San Mateo County
Service Employees International Union California
Silicon Harlem
Silver Lining Unlimited
Small Business Majority
SNAP Cats
Sonic.net, LLC
spamedfit.com
Stauter Flight Instruction
Sternidae Industries
SumOfUs
Suzi Squishies
Tarragon Consulting Corporation
Tech Goes Home
The Greenlining Institute
The Radio Doctor
The Utility Reform Network
Thinkshift Communications
Trader Ann's Attic
Tribd Publishing Co.
TWB & Associates
Twilio

Friends of the Millbrae Public Library
Gold Business & IP Law
Goodlight Natural Candles
Grass Fed Bakery
Greenpeace USA
Grocery Outlet of Lompoc
Horticultrist
Iam Bloom
iHomefinder, Inc
Indivisible CA: StateStrong
Indivisible Sacramento
Indivisible SF
Indivisible Sonoma County
inNative
Intex Solutions, Inc
IR Meyers Photography Jockeys' Guild
Johnson Properties
Judith Glickman Zevin, Psy.D.

UHF
Unite Here International Union
United Auto Workers, Local 5810
United Food & Commercial Workers Western
States Council
Utility Workers Union of America, Local 132
UX Consulting
Vic DeAngelo IT Consulting
Voices for Progress
Wallin Mental Medical
Western Center on Law and Poverty
Wonderlandstudios
Words 2 Wow Life Science Marketing
World Wide Web Foundation
Writers Guild of America West
XPromos Marketing Mastery, LLC
A petition with several individuals

OPPOSE

100 Black Men of Long Beach, Inc.
2-1-1 Humboldt Information and Resource Center
African American Male Education Network and
Development
African American Unity Center
Alhambra Police Foundation
Asian Pacific Islander American Public
Affairs Association of: Bay Area
Region, Central Valley Region, Community
Education Foundation, Los Angeles
Chapter, Orange County Chapter, San Diego
Chapter, San Francisco Chapter, San Gabriel
Chapter, Silicon Valley Chapter, Solano County
Chapter, Southern California Region, and Tri
Valley Chapter
Asian Resources Inc.
AT&T
Athletes and Entertainers For Change
Be MACnificent Academy, Inc.
Benefit Tomorrow Foundation
Black Business Association
Black Chamber of Orange County
Black Women Organized for Political Action
Boys and Girls Club of El Dorado County
Boys and Girls Club of the North Valley
Brotherhood Crusade

Eskaton
Fresno Area Hispanic Foundation
Fresno County Economic Development
Corporation
Frontier Communications
Frontier Senior Center
Gamma Zeta Boulé Foundation
Guardians of Love
Guide Right Achievement Development
Foundation
Hacker Lab
Hispanic 100
Imperial Valley LGBT Resource Center
Inland Empire Economic Partnership
International Leadership Foundation
International Leadership Foundation Orange
County Chapter
Kheir Center
KoBE Government Contracting Alliance
Krimson and Kreme
Latin Business Association
Latino Council
Latino Service Providers
LightHouse Counseling & Family Resource Center
LIME Foundation

California Cable & Telecommunications Association
California Chamber of Commerce
California Communications Association
California Manufacturers & Technology Association
Camp Fire Inland Southern California
CenturyLink
Chamber of Commerce: Alhambra, Antelope Valley African American, Arcadia, Burbank, California Asian Pacific, CaliforniaBlack, California Hispanic, Carlsbad, Carmel Valley, El Dorado County, Escondido, Fresno, Fresno Metro Black, Glendale, Greater Coachella Valley, Greater Los Angeles African American, Greater Riverside, InBiz Latino/North County Hispanic, Korean American Central, La Cañada Flintridge, Long Beach Area, Los Angeles Area, Mariposa County, North Orange County, Oceanside, Orange County Hispanic, Pacific Grove, Pasadena, Redding, Sacramento Asian Pacific Islander, Sacramento Black, Sacramento Hispanic, Sacramento Metropolitan, San Diego County Hispanic, San Diego Regional, San Ysidro, Slavic-American
Claypool Consulting
Coalition for Responsible Community Development
Community Women Vital Voices
Computing Technology Industry Association
Concerned Black Men of Los Angeles
Concerned Citizens Community Involvement
Congress of California Seniors
CONNECT
Consolidated Board of Realtists
Consolidated Communications
CrossingsTV
CTIA
DeBar Consulting
East Bay Leadership Council
Entrepreneurs of Tomorrow Foundation

Los Angeles African American Women's Public Policy Institute
Mabuhay Foundation
Mandarin Business Association
Merced Lao Family Community, Inc.
Monterey County Business Council
Monterey County Hospitality Association
Museum of African American Art
National Assn for the Advancement of Colored People: California State Conference, Inglewood/South Bay Branch, Los Angeles County, Riverside Branch, Ventura County Branch
North Bay Leadership Council
North Orange County Chamber
Organization of Chinese Americans: East Bay Chapter, National, Sacramento Chapter, San Mateo County, Silicon Valley
Orange County Business Council
Pasadena/Altadena Ivy Foundation
Puertas Abiertas Community Resources Center
PulsePoint
RightWay Foundation
Russian American Media
San Gabriel Valley Economic Partnership
Sierra College Foundation
Society for the Blind
Solano Community College Educational Foundation
Sprint
TechNet
The Fresno Center
TMobile
Tracfone
UFCW Local 648
USTelecom
Valley Industry and Commerce Association
Verizon
Vermont Slauson Economic Development Corporation
YMCA of Metropolitan Los Angeles
Young Visionaries Youth Leadership Academy

Item 4



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

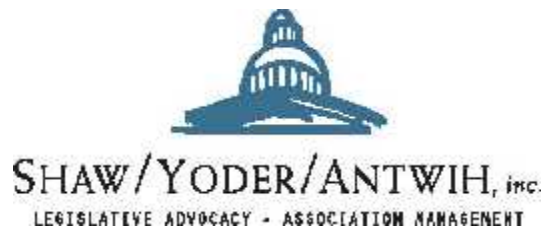
TO: City Council Liaison/Legislative/Lobby Committee
FROM: Cindy Owens, Senior Management Analyst
DATE: June 18, 2018
SUBJECT: SB 1393 (Mitchell) Sentencing
ATTACHMENT: 1. Summary Memo – SB 1393

A verbal presentation will be provided by Andrew Antwih with Shaw/Yoder/Antwih Inc. on the attached memo.

After discussion of SB 1393 (Mitchell) Sentencing the Liaisons may recommend the following actions:

- 1) Support Senate Bill 1393;
- 2) Oppose Senate Bill 1393;
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1



June 11, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: SB 1393 (Mitchell) Sentencing.

Introduction and Background

SB 1393 (Mitchell) is co-sponsored by the American Civil Liberties Union of California, the California Coalition for Women Prisoners, Californians United for a Responsible Budget, the Coalition for Humane Immigrant Rights, the Drug Policy Alliance, the Ella Baker Center for Human Rights, the Friends Committee on Legislation of California, Pillars of the Community, The Advocacy Fund, The Women's Foundation of California, and the Women's Policy Institute. The bill would allow a judge discretion to strike a prior serious felony conviction to avoid the imposition of the 5-year prison enhancement when the defendant has been convicted on a serious felony.

Current law states that any person convicted of a serious felony who was previously convicted of a serious felony, is subject to a 5-year enhancement for each prior conviction. Additionally, current law authorizes a judge or magistrate to order an action to be dismissed. However, judges are prohibited from striking any prior conviction of a serious felony for the purposes of sentence enhancement. This bill would remove that prohibition.

Status of Legislation

SB 1393 (Mitchell) passed out of the Assembly Public Safety Committee on a 5-2 vote. The bill has since been referred to the Assembly Appropriations Committee, where it has yet to be set for a hearing.

Support and Opposition

Proponents of the bill argue that removing the prohibition will allow for judicial discretion that is consistent with other sentencing enhancement laws while maintaining existing penalties for serious crimes. The author states that the current lack of judicial discretion has "resulted in mandatory additional terms for thousands of individuals incarcerated throughout California's prisons," and "does not serve the interests of justice, public safety, or communities."

Opponents of the bill point out that "serious felonies" as defined in the Penal Code include crimes such as murder, forcible rape, kidnapping, carjacking, and lewd acts on a child under 14 and they do not see a situation where a reasonable judge would dismiss the enhancement brought about by a conviction of one of these offenses. Opponents of the bill also point out that under Proposition 57 a non-violent state inmate already has the ability to go before the Board of Parole Hearings after serving their base term regardless of any additional enhancements or consecutive sentences.

Support

American Civil Liberties Union of California (Co-sponsor)
California Coalition for Women Prisoners (Co-sponsor)
Californians United for a Responsible Budget (Co-sponsor)
Coalition for Humane Immigrant Rights (Co-sponsor)
Drug Policy Alliance (Co-sponsor)
Ella Baker Center for Human Rights (Co-sponsor)
Friends Committee on Legislation of California (Co-sponsor)
Pillars of the Community (Co-sponsor)
The Advocacy Fund (Co-sponsor)
The Women's Foundation of California, Women 's Policy Institute (Co-sponsor)
American Friends Service Committee
Alliance San Diego
A New Path
A New Way of Life Reentry Project
Asian Americans Advancing Justice – California
Bay Area Chapter of Resource Generation
Bay Area Equal Voice Coalition
Black Caucus of the California Community Colleges
Bend the Arc Jewish Action
Berkeley Underground Scholars
BOLD Women's Leadership Network
California Association of Alcohol and Drug Program Executives
California Calls
California Catholic Conference
California Immigrant Policy Center
California Public Defenders Association
California School-Based Health Alliance
Californians for Safety and Justice
Center for Employment Opportunities
Center for Living and Learning
Center for the Study of Racism, Social Justice & Health
Center on Juvenile and Criminal Justice
Coleman Advocates for Children & Youth
Community Works West
Contra Costa County Racial Justice Coalition
Courage Campaign
Crossroads, Inc.
Daily Kos
East Bay Community Law Center
Equal Justice Society
Essie Justice Group
Fair Chance Project
Fathers and Families of San Joaquin
Felony Murder Elimination Project
Harm Reduction Coalition
Harm Reduction Services

Human Impact Partners
Immigrant Legal Resource Center
Justice Now
Law Enforcement Action Partnership
Lawyers' Committee for Civil Rights
Los Angeles Regional Reentry Partnership
Mayor of Los Angeles, Eric Garcetti
MILPA
National Association of Social Workers, California Chapter
Oakland Law Collaborative
Our Family Coalition
Partnership for the Advancement of New Americans
PICO California
Prison Law Office
Prisoner Advocacy Network
Project Rebound
Rainwater & Associates
Riverside's All of Us or None
Root & Rebound
San Francisco Public Defenders Office
Showing up for Racial Justice - Bay Area
Showing Up for Racial Justice - Long Beach
Sin Barras
Starting Over, Inc.
Students Against Mass Incarceration at University of California, San Diego
Successful Reentry
Survived & Punished
The Greenlining Institute
Time for Change Foundation
Transitions Clinic Network
UnCommon Law
Venice Community Housing
W. Hayward Burns Institute
Western Center on Law and Poverty
Western Regional Advocacy Project
White People for Black Lives/Showing Up for Racial Justice – Los Angeles

Opposition

California District Attorneys Association
California State Sheriffs' Association
Los Angeles Police Protective League
Peace Officers Research Association of California
Riverside Sheriffs' Association

Item 5



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee
FROM: Cindy Owens, Senior Management Analyst
DATE: June 18, 2018
SUBJECT: AB 2806 (Oberholte) Vehicles: Disabled Parking
ATTACHMENT: 1. Summary Memo – AB 2806

A verbal presentation will be provided by Andrew Antwih with Shaw/Yoder/Antwih Inc. on the attached memo.

After discussion of AB 2806 (Oberholte) Vehicles: Disabled Parking, the Liaisons may recommend the following actions:

- 1) Support Assembly Bill 2806;
- 2) Oppose Assembly Bill 2806;
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1



June 12, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: AB 2806 (Obernolte) Vehicles: Disabled Parking.

Introduction and Background

AB 2806 was introduced by Assembly Obernolte and would allow a vehicle with a disability placard or license plate and a side loading lift or ramp for the loading or unloading of a disabled individual to park in on-street parking spaces reserved for electric vehicle (EV) charging. The bill would not require the vehicle to be connected for charging purposes and would prohibit a local authority from towing the vehicle.

As the state works to meet its ambitious greenhouse gas emissions reductions goals, EVs will play a critical role in reducing emissions from the transportation sector. With that comes the need to build-out the state's charging infrastructure, which would see the proliferation of designated EV charging parking spaces. Under current law, the DMV issues placards and license plates to disabled individuals to allow them to park in preferential spaces and to park for free for unlimited periods of time at metered parking spaces, among other exemptions.

Status of Legislation

The bill is currently in the Senate Transportation and Housing Committee and has not been set for a hearing. The bill passed out of the Assembly by a 62-0 vote.

Prior Legislation

AB 2806 (Obernolte) primarily builds upon two pieces of previous legislation. AB 1452 (Muratsuchi, Ch. 635, Statutes of 2017) authorizes local jurisdictions to designate on-street parking strictly for EV charging, as well as the towing of vehicles violating such restrictions. AB 463 (Huffman, Ch. 387, Statutes of 2007) allows any vehicle equipped with a lift or ramp used to load and unload a disabled individual to park across two stalls on a street when no suitably-sized parking space is available.

Support and Opposition

While the bill currently has no formal support or opposition, the Assembly Transportation Committee staff analysis did express some concerns with the bill. Committee staff noted that by allowing lift and ramp equipped vehicles to park in spaces dedicated to EV charging, the bill would effectively treat different segments of the disabled community differently. Additionally, committee staff noted that allowing non-EV vehicles to park in dedicated EV charging spaces runs counter to the state's emissions reductions goals.

Item 6



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: SB 1000 (Lara) Transportation electrification: electric vehicle charging infrastructure

ATTACHMENT: 1. Summary Memo – SB 1000

A verbal presentation will be provided by Andrew Antwih with Shaw/Yoder/Antwih Inc. on the attached memo.

After discussion of SB 1000 (Lara) Transportation electrification: electric vehicle charging infrastructure, the Liaisons may recommend the following actions:

- 1) Support Senate Bill 1000;
- 2) Oppose Senate Bill 1000;
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1



June 12, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: SB 1000 (Lara) Transportation electrification: electric vehicle charging infrastructure.

Introduction and Background

Senator Lara's SB 1000 would direct the California Energy Commission (CEC) to look at the extent to which electric vehicle (EV) charging infrastructure is proportionately deployed and to use funds to proportionately deploy additional chargers where needed. Additionally, the bill would direct the California Public Utilities Commission (CPUC) to explore ways to promote the development of technologies promoting grid integration, submetering capabilities for residential charging stations, integrating dynamic pricing models to reflect grid capacity, and to adopt a tariff for heavy duty electric vehicles to encourage charging during periods when energy production is most likely to meet or exceed grid capacity. The bill falls in line with the Governor's recent Executive Order setting a statewide goal of reaching 3 million zero emissions vehicles (ZEVs) in the state by 2030.

Specifically, this bill would:

-) Prohibit cities and counties from restricting which types of electric vehicles may access publicly accessible charging stations that were wholly or partially funded by ratepayer or state funds.
-) Direct the CEC to determine whether vehicle chargers are disproportionately distributed by population density, geographic area, or population income level.
 - o If the CEC were to determine that chargers were disproportionately deployed that they would then be required to expend funds from the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) to more proportionately deploy EV chargers
-) Direct the CPUC to consider as part of an existing proceeding:
 - o Facilitating the development of technology that supports grid integration which is to include residential charging station submetering.
 - o Integrating dynamic pricing models into demand charges with the option of waiving demand charges when there is excess grid capacity.
 - o Adopting a tariff specific to heavy duty EVs to encourage charging when there is excess grid capacity.

Status of Legislation

SB 1000 (Lara) passed out of the Senate on a 37-0 vote. The bill is currently in the Assembly and is awaiting referral to a policy committee.

Support and Opposition

The author notes that with California's ambitious goals to proliferate ZEVs and their accompanying infrastructure, EV charging will need to be convenient and capable of serving a wide range of charging

needs. SB 1000 (Lara), the author argues, would promote the development of fast electric charging infrastructure while removing barriers that limit access to the state's EV charging infrastructure.

The Silicon Valley Leadership Group objected to provisions of the bill that they believe would have set minimum charging speeds, required sub-metering capabilities for EV charging stations, and established tariffs for heavy-duty vehicles to promote charging during periods of excess grid capacity. Although amendments were taken in committee aimed at addressing these concerns, as of yet they have not officially removed their opposition.

Support

Alliance of Automobile Manufacturers
Plug In America

Opposition

Silicon Valley Leadership Group

Item 7



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: AB 2495 (Mayes) Prosecuting Attorneys: Charging Defendants for the Prosecution Costs of Criminal Violations of Local Ordinances

ATTACHMENT:

1. Alert from the California League of Cities
2. AB 2495 Bill Language
3. California League of Cities Proposed Amendments
4. Summary Memo – AB 2495

On June 14, 2018, the City received an alert from the California League of Cities ("League") requesting cities take a position of oppose unless amended on AB 2495 (Mayes) Prosecuting Attorneys: Charging Defendants for the Prosecution Costs of Criminal Violations of Local Ordinances ("AB 2495").

The League had attempted to work with the author to amend the AB 2495 as the bill would undermine the ability of cities to recover appropriate local costs when they expend resources to protect their citizens from landlords who refuse to address code violations.

The League's proposed amendments responded directly to the author's due process concerns. Their amendments would:

-) Ensure this tool is only used when property owners refuse to correct violations after notice and reasonable time to correct the problem.
-) Protect due process rights of a violator including allowing for appeal of the local Court-approved recovery amount to the local legislative body

The City's state lobbyist, Shaw/Yoder/Antwih Inc., will provide a brief verbal presentation to the Liaisons. After discussion of AB 2495, the Liaisons may recommend the following actions:

- 1) Support AB 2495;
- 2) Oppose AB 2495;
- 3) Remain neutral; or
- 4) Provide other direction to City staff.

Attachment 1

Good Morning City Managers:

The League would like to alert you to AB 2495 (Mayes) which will be up in the Senate Public Safety Committee on Tuesday. Our lobbyists thought that the author was planning to take our amendments, but unfortunately he has not at this time. **Senators Holly Mitchell & Steven Bradford** are both on this committee, so it would be very helpful if those cities who are represented by those two senators could call their offices and ask that they oppose this bill unless the amendments are agreed to; talking points and the phone numbers are below.

Please let me know if you have any questions.

Jeff

ACTION ALERT!!
AB 2495 (Mayes)
Prosecution Costs for Criminal Violations of Local Ordinances
OPPOSE
Urge Support of League's Proposed Amendments

BACKGROUND:

Cities all over California often compel slumlords and others to comply with health and safety laws via criminal nuisance abatement to protect occupants, neighbors, and the community. While cities can instead use a civil lawsuit to force compliance, civil cases are exponentially more expensive for cities and violators alike, can take years to complete, and are less effective. A city is unlikely to use this tool to compel compliance with isolated violations as "more minor violations", such as mold, lead, water leaks, rodent or bed bug infestations, and other substandard housing issues.

Many cities lack the resources to compel abatement from violators, even in very dangerous situations, unless they can offset some of their staff costs and attorney fees if they succeed. City budgets are limited, especially in recessions, and without the possibility of cost recovery, cannot and will not enforce important housing and other laws, at least as much as they otherwise would.

WHAT DOES AB 2495 DO?

As drafted, the bill will undermine the ability of cities to recover appropriate local costs when they expend resources to protect their citizens from slumlords and others who refuse to address code violations.

Criminal enforcement can be necessary when seeking to compel compliance from recalcitrant and property owners who can delay, dodge, and use their resources to drive up costs to the city. The elimination of the cost recovery tool by the June 7 amendments to AB 2495, will simply empower those who arrogantly place residents of our cities at risk.

The League of California Cities and the California Association of Code Enforcement Officers has submitted proposed amendments which would:

- Ensure this tool is only used when property owners refuse to correct violations after notice and reasonable time to correct the problem; and
- Protect due process rights of violator including allowing for appeal of the local Court-approved recovery amount to the local legislative body.

Adoption of these amendments will remove our opposition to AB 2495. Thus far, our proposed amendments have been ignored.

ACTION:

AB 2495 (Mayes) will be heard on Tuesday, June 19 in the Senate Public Safety Committee.

- 1) It is critical that committee members (roster below) receive calls their cities **and ask them to support the League's amendment** that preserves the use of this tool for only those extreme cases when the violator refuses to comply. Talking points below and attached.

SENATE PUBLIC SAFETY					
Member	District	Party	Room	Phone	Fax
Anderson, Joel (Vice-Chair)	38	R	5052	916 651 4038	916 651 4938
Bradford, Steven	35	D	2062	916 651 4035	916 651 4935
Jackson, Hannah-Beth	19	D	2032	916 651 4019	916 651 4919
Mitchell, Holly	30	D	5080	916 651 4030	916 651 4930
Skinner, Nancy (Chair)	9	D	2059	916 651 4009	916 651 4909
Stone, Jeff	28	R	4062	916 651 4028	916 651 4928
Wiener, Scott	11	D	5100	916 651 4011	916 651 4911

You can also find your Legislator's contact information here: <http://findyourrep.legislature.ca.gov/>.

Talking Points:

- 1) As drafted, the bill will undermine the ability of cities to recover appropriate local costs when they expend resources to protect their citizens from slumlords and others who refuse to address code violations.
- 2) We must oppose AB 2495 after the good-faith amendment proposal was ignored. The proposed amendments responded directly to the due process concerns that the author claims caused him to introduce the bill. *(Requested amendments attached)*

The amendments would:

- Ensure this tool is only used when property owners refuse to correct violations after notice and reasonable time to correct the problem.

- Protect due process rights of violator including allowing for appeal of the local Court-approved recovery amount to the local legislative body.
-) City/Town of _____ often compels slumlords and others to comply with health and safety laws via criminal nuisance abatement to protect occupants, neighbors and the community. When prior notices and other efforts to get voluntary compliance fail, our city's most effective and quickest tool to gain compliance and protect occupants is criminal prosecution.
-) My city's goal is compliance, not punishment or jail time, but the criminal process is much quicker and the tools are more effective to gain compliance than any other court tool for these types of violations.
-) City budgets are limited, especially in recessions, and without the possibility of cost recovery, cannot and will not enforce important housing and other laws, at least as much as they otherwise would.

Attachment 2

AMENDED IN SENATE JUNE 7, 2018

CALIFORNIA LEGISLATURE—2017–18 REGULAR SESSION

ASSEMBLY BILL

No. 2495

Introduced by Assembly Members Mayes and Eduardo Garcia

February 14, 2018

An act to add Section 688.5 to the Penal Code, relating to criminal procedure.

LEGISLATIVE COUNSEL’S DIGEST

AB 2495, as amended, Mayes. Prosecuting attorneys: charging defendants for the prosecution costs of criminal violations of local ordinances.

Existing law establishes various procedures applicable to criminal prosecutions.

This bill ~~would~~ *would, with exceptions, as specified*, prohibit a city, county, or city and county, including an attorney acting on behalf of a city, county, or city and county, from charging a defendant for the costs of investigation, prosecution, or appeal in a criminal case, including, but not limited to, a criminal violation of a local ordinance.

Vote: majority. Appropriation: no. Fiscal committee: no.
State-mandated local program: no.

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 688.5 is added to the Penal Code, to read:
- 2 688.5. (a) A city, county, or city and county, including an
- 3 attorney acting on behalf of a city, county, or city and county, shall
- 4 not charge a defendant for the costs of investigation, prosecution,
- 5 or appeal in a criminal case, including, but not limited to, a criminal

1 violation of a local ordinance. *This prohibition shall not apply in*
2 *any civil action or civil proceeding.*

3 *(b) This section shall not apply to any of the following:*

4 *(1) A violation of Section 186.8, 186.11, or 670.*

5 *(2) Costs ordered by a court pursuant to paragraph (1) of*
6 *subdivision (d) of Section 17062 of the Health and Safety Code.*

7 *(3) A violation of Section 1871.4 of the Insurance Code.*

8 *(4) A violation of Section 3700.5 of the Labor Code.*

9 *(5) A violation of Section 19542.3, 19701, 19701.5, 19705,*
10 *19706, 19720, 19721, 30165.1, 30482, 38800, 46701, 46702,*
11 *46704, or 46705 of the Revenue and Taxation Code.*

12 *(6) A violation of Section 2126 of the Unemployment Insurance*
13 *Code.*

14 *(7) A violation of any other provision of state law where*
15 *recovery of the costs of investigation, prosecution, or appeal in a*
16 *criminal case is specifically authorized by statute or ordered by*
17 *a court. This paragraph does not apply to a local ordinance.*

18 *(c) Nothing in this section shall be interpreted to affect the*
19 *authority of a probation department to assess and collect fees or*
20 *other charges authorized by statute.*

21 *(d) For purposes of this section, the term “costs” means the*
22 *salary, fees, and hourly rate paid to attorneys, law enforcement,*
23 *and inspectors for hours spent either investigating or enforcing*
24 *the charged crime. Costs shall not include the cost, including*
25 *oversight, to remediate, abate, restore, or otherwise clean-up*
26 *harms caused by criminal conduct.*

Attachment 3

AB 2495 (Mayes)

League of California Cities and California Association of Code Enforcement Officers, Proposed Amendment. AB 2495 (Mayes)

688.5.

A city, county, or city and county, including an attorney acting on behalf of a city, county, or city and county, shall not charge a defendant for the costs of investigation, prosecution, or appeal in a criminal case, including, but not limited to, a criminal violation of a local ordinance, unless all of the following conditions apply:

- 1) The city, county or city and county has provided the prospective defendant with notice either in person or by certified mail and a reasonable period sufficient to correct the violation. If the prospective defendant cannot be located, then posting the notice at a conspicuous place on the property shall be deemed sufficient. The notice provided shall describe any local applicable cost-recovery policies that apply if the identified violation is not corrected within the reasonable period provided in the notice and the matter is later pursued by the local agency as a criminal case.
- 2) No cost recovery shall apply and all local enforcement actions pertaining to that specific violation shall be deemed concluded if the prospective defendant has corrected the identified violation within the reasonable period provided in the notice. The local agency may, upon request of the prospective defendant, grant an extension to the period to correct the violation if it is determined that good-faith efforts to correct the violation have commenced and additional time to complete the work is necessary.
- 3) If the prosecution of the criminal case is pursued by the local agency for an uncorrected violation, the Court shall consider whether the defendant has been provided notice and a reasonable opportunity to correct the violation prior to the commencement of the criminal action. The defendant shall be provided, at the time of sentencing or settlement of the criminal case or within 10 days by certified mail, a full accounting of all costs to be recovered.
- 4) The defendant retains the right to appeal the cost recovery amount to a local neutral hearing officer or other appeals process as provided by local ordinance and the local legislative body.

Attachment 4



June 14, 2018

To: Cindy Owens, City of Beverly Hills

From: Andrew K. Antwih, Partner, Shaw / Yoder / Antwih, Inc.
Melissa Immel, Legislative Advocate, Shaw / Yoder / Antwih, Inc.
Tim Sullivan, Legislative Aide, Shaw / Yoder / Antwih, Inc.

Re: AB 2495 (Mayes) Prosecuting attorneys: charging defendants for the prosecution costs of criminal violations of local ordinances.

Introduction and Overview

Authored by Assembly Member Mayes, AB 2495 would make it unlawful for a city or county government to charge an individual for the costs they incur related to a nuisance abatement investigation, prosecution, appeal, or enforcement.

Specifically, this bill would:

-) Prohibit a city, county, city and county, or an attorney acting on their behalf, from charging a defendant for the costs of investigation, prosecution, or appeal of a criminal case which is to include a criminal violation of a local ordinance.

Existing law grants local governments broad authority to establish procedures for the enforcement of local ordinances regarding public nuisances and allows them to charge the individual alleged to have caused the nuisance in administrative, civil, or criminal proceedings. This is commonly referred to as nuisance abatement. Additionally, existing law allows local governments, through local ordinances, to recoup costs incurred in the process of abating a nuisance.

Legislative Update

AB 2495 (Mayes) passed out of the Assembly on consent with a vote of 68-0. The bill is currently in the Senate Public Safety Committee, where it is set to be heard on June 19th.

Arguments in Support/Opposition

Proponents of the bill argue that the bill is needed to protect individuals from exorbitant fines for relatively minor offenses. The author of the bill states that, "Local governments should help neighborhoods and business owners clean up property to maintain quality of life and reduce blight; they should not be in the business of policing for profit." They also point to a case in Indio, CA, where an individual was required to pay several thousand dollars in fines to a private law firm that the city had contracted. The initial action that brought about the fine was regarding a renter who kept a handful of chickens on the individual's property.

Opponents of the bill argue that it would undermine their ability to cover the costs of nuisance abatement actions, which are used to compel individuals to comply with health and safety laws and improve their residents' quality of life. The League of Cities and the California Association of Code Enforcement Officers are seeking amendments to the bill that would ensure nuisance abatement actions

took place only after a property owner has been given notice and time to correct the issue and allowing the violator to appeal of the local court-approved recovery amount.

Support

California Public Defenders Association

Civil Justice Association of California

OPPOSITION:

League of California Cities

California Association of Code Enforcement Officers

Item 8



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: Resolution to Support the Acceleration of the Northern Extension of the Metro Crenshaw/LAX Line

ATTACHMENT:

1. Map for Proposed Line
2. Letters of Support
3. West Hollywood Resolution
4. Sample Letter of Support

INTRODUCTION

At the May 17, 2018 Westside Cities Council of Government ("COG") meeting, the City of West Hollywood requested that the member cities of the COG send letters of support and/or adopt a resolution in support of accelerating the northern extension of the Metro Crenshaw/LAX Line.

This item requests the Legislative/Lobby Liaisons consider taking a position on the request by West Hollywood for the City to support the acceleration of the northern extension of the Metro Crenshaw/LAX Line.

DISCUSSION

The Crenshaw Line northern extension would create an important north-south connection from LAX and Inglewood through West Hollywood to Hollywood & Highland, where it will connect with the Red Line. This line would provide safe, reliable, affordable rail transit to Cedars-Sinai Medical Center, Hollywood & Highland, Universal Studios and beyond.

Since Los Angeles County voters approved Measure M in November 2016, Metro has taken a number of actions to implement key provisions of the countywide funding measure, including developing an Early Project Delivery Strategy for "shovel ready" projects. West Hollywood staff and their consultant team have been engaged with Metro staff to explore specific actions that West Hollywood could take to accelerate construction of the Northern Extension of the Crenshaw/LAX line.

In response to West Hollywood's advocacy efforts, Metro committed to and initiated the technical studies associated with the transit line that are required to make the Northern Extension project "shovel ready." Metro is currently finalizing a feasibility study for

presentation to the Metro Board early this summer. It is anticipated that this feasibility study will include a ridership projection of 90,000 daily riders, more than any other light rail project in the country.

On May 7, 2018, the West Hollywood City Council voted in support (3-1) of accelerating the northern extension of the Metro Crenshaw/LAX Line with Councilmember Lauren Meister opposing. Councilmember Meister voiced concerns about the additional costs the City of West Hollywood would incur to accelerate the project.

At the May 17, 2018 Westside Cities Council of Government ("COG") meeting, the City of West Hollywood requested that the member cities of the COG send letters of support and/or adopt a resolution in support of accelerating the northern extension of the Metro Crenshaw/LAX Line.

Elected officials, jurisdictions, and organizations that support the acceleration of the northern extension of the Metro Crenshaw/LAX Line include:

) U.S. Congressman Ted Lieu	) Cedars - Sinai
) U.S. Congressman Adam B. Schiff	) Los Angeles Philharmonic Association
) California State Senator Ben Allen	) Thrive Hermosa
) Assemblymember Richard Bloom	) Hollywood Chamber of Commerce
) City of Hermosa Beach	) The Jeremy – West Hollywood
) City of West Hollywood	) Visit WeHo
) American Cancer Society Cancer Action Network	) West Hollywood Chamber of Commerce

FISCAL IMPACT

There is no anticipated fiscal impact related to this item.

RECOMMENDATION

Staff is requesting the Legislative/Lobby Liaisons provide direction to staff on sending a letter of support and/or adoption of a resolution a resolution in support of accelerating the northern extension of the Metro Crenshaw/LAX Line. Should the Liaisons recommend supporting one or both options, then staff will agendize the item for a future City Council meeting.

Attachment 1

Let's Finish the Line

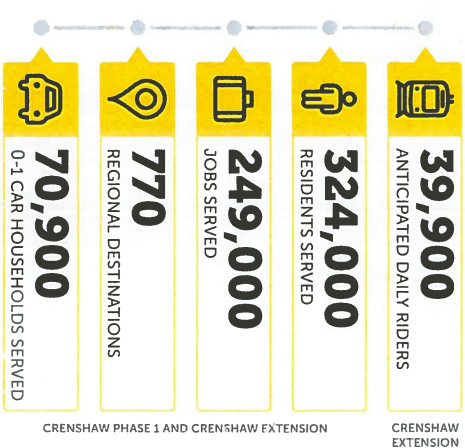
To connect the South Bay to the San Fernando Valley



LET'S FINISH THE LINE!

Help us connect the Metro Crenshaw Line to the Red Line in Hollywood

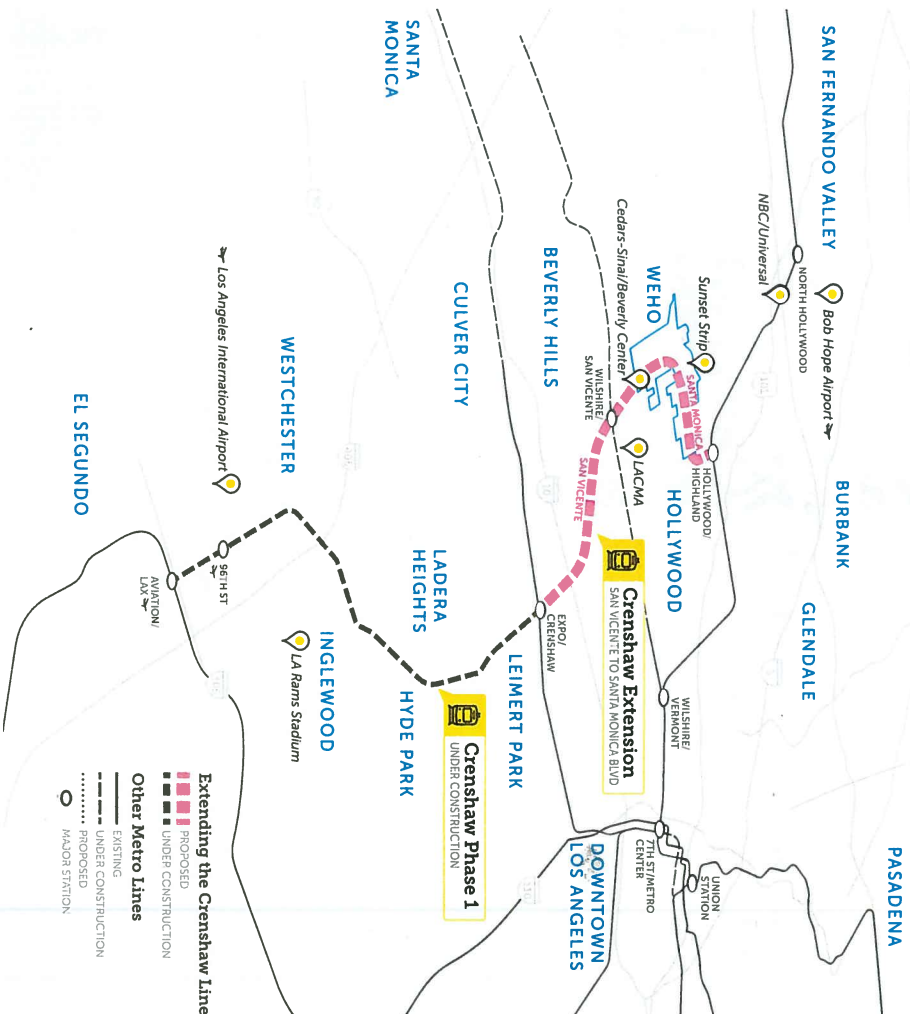
Choosing the San Vicente-to-Santa Monica Blvd route for the northern extension brings rail closer to more people & places



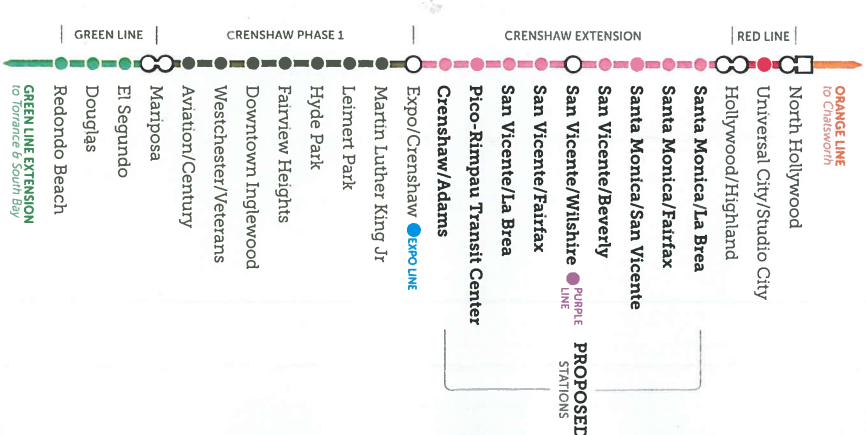
And all sorts of jobs



For more information, or to show your support, go to www.allonboardcoalition.com



The Crenshaw/LAX Northern Extension would connect the San Fernando Valley, WeHo, Inglewood & the South Bay





Attachment 2

RESOLUTION NO. 18-5055

RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF WEST HOLLYWOOD IN SUPPORT OF
ACCELERATING THE NORTHERN EXTENSION OF
THE METRO CRENSHAW/LAX LINE

THE CITY COUNCIL OF THE CITY OF WEST HOLLYWOOD DOES
HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Los Angeles County voters approved, in November 2016, a ballot initiative known as Measure M, aimed at raising funds to continue developing the transportation network of Los Angeles County; and

WHEREAS, the City of West Hollywood has a long track record of adopting local policies that are consistent with Metro Board adopted goals and policies that support the integration of transportation and land use as shown in the attached table (Attachment A); and

WHEREAS, West Hollywood voters have overwhelmingly supported transportation-related Metro ballot measures R, J, and M, above and beyond voters in other communities; and

WHEREAS, the City has been building a coalition of support for the acceleration of the Northern Extension of the Crenshaw/LAX Line since before Measure M was passed by the voters of Los Angeles County; and

WHEREAS, Metro has previously committed to taking steps to make the Northern Extension of the Crenshaw/LAX Line shovel-ready, including funding and commencing a Draft Environmental Impact Report (DEI) in 2018; and

WHEREAS, the City Council, City staff and the community stakeholders are committed to working with decision-makers at Metro and the City of Los Angeles to ensure that this project of countywide significance continues to move forward towards shovel-readiness; and

WHEREAS, Metro staff are currently preparing the final feasibility study and alternatives' analysis for presentation to the Metro Board in June/July 2018, and the City is committed to working closely with Metro staff to ensure that the alternatives developed are acceptable to the local community; and

WHEREAS, the City Council has directed staff to be engaged and work collaboratively with Metro to ensure that the additional technical analysis and environmental clearance are appropriately funded in Metro's FY19 budget; and

WHEREAS, Metro has taken a number of actions to implement key provisions of Measure M, including developing an Early Project Delivery Strategy (EPDS) for shovel-ready projects; and

WHEREAS, the Northern Extension of the Crenshaw/LAX Line is expected to be among the most heavily used light rail lines in the nation and will enhance connectivity through the most congested parts of the County providing greater access to the Los Angeles International Airport (LAX), the South Bay, South and Central Los Angeles, West Hollywood, Hollywood, and the San Fernando Valley while benefitting many underserved communities; and

WHEREAS, providing a viable and competitive alternative to driving will reduce the number of people who drive alone—a crucial step towards achieving the State's emissions' reductions goals and the City's air quality and sustainability goals while protecting the health and welfare of the community; and

WHEREAS, Metro's Early Project Delivery Strategy assigns points towards consideration for acceleration to projects in local jurisdictions that have substantially advanced or committed to the implementation of one or more Metro Board adopted goals and policies that support the integration of transportation and land use, where local jurisdictions agree to coordinate to expedite permitting, where local jurisdictions commit local funding, and on projects that can be designed to phase improvements to achieve early action and incremental benefits; and

WHEREAS, the City of West Hollywood would be the first jurisdiction in Los Angeles County to adopt a positive and comprehensive response to Metro's Early Project Delivery Strategy;

BE IT RESOLVED, that the City Council of the City of West Hollywood is committed to being a responsible regional partner to Metro and implementing additional goals adopted by the Metro Board related to the integration of transportation and land use such as exploring value capture around future transit investments as outlined in Attachment A]; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to inter-agency coordination with Metro and with the City of Los Angeles for expedited processing of project-related permits and a streamlined planning and environmental review process not to exceed three (3) years; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood is committed to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M

local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the project beyond Measure M funding; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood reaffirms all of the above adopted City goals, commits to implementing the above additional Metro goals, commits to working with the City of Los Angeles, commits to pursuing additional funding for the project, and unequivocally supports the acceleration of the Northern Extension of the Crenshaw/LAX Line; and

BE IT FURTHER RESOLVED, that the City Council of the City of West Hollywood supports the consideration of phased implementation of Northern Extension of the Crenshaw/LAX Line, if necessary, under the condition that an initial functional segment reaches Santa Monica Boulevard in the City of West Hollywood in the first phase.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of West Hollywood at a regular meeting held this 7th day of May, 2018 by the following vote:

AYES:	Councilmember:	Horvath, Mayor Pro Tempore Duran, and Mayor Heilman.
NOES:	Councilmember:	Meister.
ABSENT:	Councilmember:	D'Amico.
ABSTAIN:	Councilmember:	None.



JOHN HEILMAN, MAYOR

ATTEST:



YVONNE QUARKER, CITY CLERK

Metro Board Adopted Goals & Policies AND Corresponding or Complimentary City of West Hollywood Goals & Policies

*Where goals and policies in Metro documents were unnumbered, numbers were assigned chronologically in the order they appear in the document and page numbers were noted.

**The City of West Hollywood Pedestrian and Bike Mobility Plan (PBMP) has a single goal and unnumbered policies that were assigned numbers chronologically in the order they appear in the document. Goals alphabetized by general category.

Category	Metro Policy Document	Goal or Policy Number*	Goal or Policy	Page	City of West Hollywood Goal Number, Policy Number, or Response**
Active Transportation	Complete Streets Policy	G-5	Establish active transportation improvements as integral elements of the countywide transportation system	3	M-2, M-2.1, M-2.2, T-1.1, T-2.1, T-2.2
Active Transportation	Active Transportation Strategic Plan	G-3	Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, & dense bicycle & pedestrian activity		PBMP 11, PBMP 4, PBMP 6, T-1.1, T-2.1, T-2.2
Active Transportation/Transit Effectiveness	Complete Streets Policy	G-2	Maximize multi-modal benefits and efficiencies	3	LU-8.8, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2
Affordable Housing	Metro Joint Development Pro	G-B3	Affordable Housing. Metro's Joint Development Program seeks to facilitate construction of affordable housing units, such that 35% of the total housing units in the Metro joint development portfolio are affordable for residents earning 60% or less of the Area Median Income (AMI). The joint development portfolio includes properties for which Metro maintains long term ownership. It does not include surplus land that is sold in fee. Affordable housing is defined as housing that is covenant-controlled, provided on an income-restricted basis to qualifying residents earning 60% or less than AMI as defined by the CA Tax Credit Allocation Committee, and often subsidized by public or non-profit funding sources.	4	H-3.3, H-3.2, H-3.1, H-4.1, LU-2.5
Affordable Housing	Metro Joint Development Pro	P-F3	Community Based Organizations (CBO)/ Small/Disadvantaged Business Enterprise (SBE/DBE) /Disabled Veterans Business Enterprise (DVBE). Metro strongly encourages partnerships with local Community Based Organizations that provide affordable housing and other community serving programs and uses to its joint development sites, as part of the development team. Metro also encourages development teams to create opportunities to include Metro-certified SBE/DBE and DVBE firms in their projects, through the delivery of professional or construction services. To identify eligible certified SBE/DBE and DVBE firms, use the following link: http://smallbusinessquery.metro.net/pages/naics_lookup.aspx . Those firms not Metro-certified as SBE/DBE or DVBE but interested in seeking certification can find the process here: http://business.metro.net/vendorPortal/	8	H-3.2
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-2 P-1	Housing Affordability: Prioritize development and preservation of transit-adjacent affordable housing.	4	H-4.1, LU-2.5
Affordable Housing	Draft Metro Transit Oriented Communities Policy	G2 P-2	Neighborhood Stabilization: Protect and support local residents and businesses from displacement.	4	H-1.2, H-1.3, H-1.4, H-1.5, H-1.1

Agency Partners	Metro Joint Development Program	P-C2	Collaborative Contribution. Projects are encouraged which obtain capital or in lieu contributions from other public agencies to create greater community economic benefit to Metro-sponsored joint development projects.	6	Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD), bonding against the City's Measure M local return funds, and/or passing a local sales tax measure in consideration of contributing additional funding to the Northern Extension of the Crenshaw/LAX Line beyond Measure M funding. The City is also seeking an MOU with the City of Los Angeles to streamline permitting for the project which would likely translate to in lieu contributions to Metro projects in the form of additional dedicated staff time.
Agency Partners	Draft Metro Transit Oriented Communities Policy	G-3 P-2	Foster Partnerships: Through planning, coordination, policy advocacy and funding, foster relationships and partnerships with municipal and institutional entities, community based organizations, the private sector, philanthropy, and local residents and businesses, to realize TOC goals.	5	The City of West Hollywood is committed to its partnership with Metro as evidenced by our long standing relationship, unrivaled support for transit measures (Measures M, J, and R), and recent support of Metro sponsored AB 5428 at the state level. The City is has also been working with community partners including business and labor groups, institutions, healthcare providers, neighborhood associations, state and federal elected officials, and surrounding jurisdictions to build a coalition in support of the Northern Extension of the Crenshaw/LAX Line.
Agency Partners	First Last Mile Strategic Plan	G-3	Build on the RTP/SCS and Countywide Sustainable Planning Policy (multi-modal, green, equitable and smart).	3	M-2.6, M-2.2

Agency Partners/Equity/Active Transportation	Complete Streets Policy	P-1	<p>Complete Streets Serving All Users and Modes. Metro expresses its commitment to work with partner agencies and local jurisdictions to plan and fund Complete Streets that provide safe, comfortable, and convenient travel along and across streets (including streets, roads, transit facilities, highways, bridges, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, users and operators of public transit, bicyclists, persons with disabilities, seniors, children, motorists, users of green modes, and movers of commercial goods. It may not be effective to modify all streets to accommodate all modes equally. Modal priorities may need to be established for key arterials based on context sensitive evaluations, public feedback, and a review of relevant data. Some streets may be prioritized for transit travel, others for walking, bicycling, vehicle travel, goods movement, or other types of modes. Some streets may have robust facilities that accommodate all modes; however, a number of streets might not contain all these features due to physical right of way constraints, connection with local context and local demand, and other considerations. However, all streets will allow for safe travel within an integrated transportation network.</p>	4	PBMP Goal, PBMP 7, PBMP 8, LU-1.1.3, LU-12.7, LU-13.9, LU-15.5, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2
Agency Partners/Equity/TDM	Complete Streets Policy	G-4	<p>Facilitate multi-jurisdictional coordination and leverage partnerships and incentive programs to achieve a "complete" and integrated transportation system that serves all users</p> <p>Metro, partner agencies, and funding recipients will work towards making Complete Streets practices a routine part of everyday operations; approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users;</p>	3	PBMP 7, PBMP 8, M-1.3, M-1.7
Complete Streets/Active Transportation	Complete Streets Policy	P-3		4	M-3.5, T-1.1, T-2.1, T-2.2

Complete Streets/Active Transportation	Complete Streets Policy	P-4	All Projects and Phases. Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users will be incorporated into all planning, funding, design, approval, and implementation processes for any transit and highway design, new construction, reconstruction, retrofits, rehabilitations, and capital grant programs, except that specific infrastructure for a given category of users may be excluded if an exception is approved via the process set forth in the "Exceptions" section of this Policy. Even for projects with limited scope, opportunities to implement incremental improvements leading to long-term accommodations for all users shall be	4	PBMP Goal, M-5.2, M-5.3, M-5.4, LU-6.2, LU-6.8, LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2
Complete Streets/Active Transportation	Complete Streets Policy	I-1	Design. Metro will design and evaluate projects using the latest design standards and innovative design options, with a goal of balancing user needs. Metro strongly encourages partner agencies and Metro fund recipients to use the best design guidelines and standards to foster safe travel for all users.	5	One of the City's Core Principles is "Idealism, Creativity, and Innovation". As a National Association of City Transportation Officials (NACTO) City, the City of West Hollywood continually applies the latest design standards and innovative design options intended to balance user needs to City projects and projects that are subject to City review.
Complete Streets/Active Transportation	Complete Streets Policy	I-2	Incorporate Complete Streets infrastructure into transit and highway planning and design, new construction, reconstruction, retrofits, rehabilitations, and Metro capital grant programs to improve the safety and convenience of all users, with the particular goal of creating a connected network of facilities accommodating each category of users, and increasing connectivity across jurisdictional boundaries and for anticipated future transportation investments. Transportation facilities are long-term investments that shall anticipate likely future demand for walking, bicycling, and transit facilities and not preclude the provision of future improvements. These facilities should address the need for pedestrians and bicyclists to cross corridors as well as travel along them; this may include, but is not limited to, addressing the need along an adjacent corridor. Even where pedestrians and bicyclists may not commonly use a particular travel corridor that is being improved or	5	PBMP Goal, PBMP 7, PBMP 8, T-1.1, T-2.1, T-2.2
Complete Streets/Active Transportation	First Last Mile Strategic Plan	G-1	Expand the reach of transit through infrastructure improvements.	3	LU-12.7, LU-13.9, T-1.1, T-2.1, T-2.2
Economic Development	Draft Metro Transit Oriented Communities Policy	G2 P-4	Economic Vitality: Promote sustained economic vitality directly benefiting existing communities.	4	LU-1.5, LU-1.8, LU-1.10, LU-8.5, LU-11.1, LU-15.1, LU-15.4
Economic Development/Transit Promotion/Transit-Oriented Development	Countywide Sustainability Planning Policy	P-2	Prosperity. Reduce transportation costs for residents and provide the mobility necessary to increase economic competitiveness.	7	LU-8.5, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2

Emissions/Vehicle Technology	Countywide Sustainability Planning Policy	UP IV	Facilitate the early adoption of zero and near-zero emission vehicles (fleet services, transit vehicles, clean trucks, passenger vehicles) and promote supportive regional and local policies.	15	M-1.10
Engagement	Draft Metro Transit Oriented Communities Policy	G-3	Engage organizations, jurisdictions, and the public	4	See community engagement response:
Engagement	Draft Metro Transit Oriented Communities Policy	G-3 P-1	Community Engagement: Ensure that stakeholders across a broad spectrum, including those that are harder to reach through traditional outreach strategies, are meaningfully engaged in the planning, construction and operation of Metro's transit system.	5	The City of West Hollywood regularly conducts award winning public engagement across a variety of mediums from traditional public meetings and pop up outreach events to social media, the City's website and television channel, email updates, mailings, charettes, focus groups, and press releases. The City's dedicated communications staff coordinate messaging and outreach strategies to ensure that a broad spectrum of stakeholders are reached and engaged. Due to the City's diverse population and large Russian community, many materials are provided in additional languages.
Equity Platform Framework	Draft Metro Transit Oriented Communities Policy	G-4 P-1	Equitable Outcomes: Ensure transportation investments consider local cultural and historical contexts and improve social, economic, health, and safety outcomes that serve and benefit local, disadvantaged and underrepresented communities.	5	LU-1.11, LU-1.14, LU-12.9, LU-13.7
Equity Platform Framework	Active Transportation Strategic Plan	G-6	Foster healthy, equitable, & economically vibrant communities where all residents have greater transportation choices & access to key destinations, such as jobs, medical facilities, schools, & recreation		LU-1.11, LU-1.14
Equity Platform Framework/Affordable Housing	Draft Metro Transit Oriented Communities Policy	G-4 P-2	Complete Communities: Promote and realize complete communities that support a mix of incomes, land uses, transportation choices, and equitable access to safe, sustainable and healthy living.	5	LU-1.13, LU-2, LU-4, LU-4.1, LU-11.1, LU-11.4, LU-11.7, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, LU-12.7, LU-13.9, LU-13.2, LU-13.3, LU-13.4, LU-13.5, LU-13.6
Green Design	Countywide Sustainability Planning Policy	UP III	Implement and encourage local incorporation of green design techniques that minimize the environmental impact of transportation projects and/or support local urban greening; consider requiring green design techniques as a condition of funding when these techniques can be implemented with little to no additional cost to project sponsors (i.e. native landscaping).	15	G-1.1, G-1.2, G-1.3, LU-2.12, LU-5.4, LU-7, LU-7.7, E-2.1, E-2.2, E-3.2

Green Design	Countywide Sustainability Planning Policy	P-6	Urban Greening. Enhance and restore natural systems to mitigate the impacts of transportation projects on communities and wildlife, and ecosystems.	7	G-1.1, G-1.2, G-1.3, LU-7, LU-7.1, LU-7.2, LU-7.3, LU-7.4, LU-7.5, LU-7.6, LU-7.7, LU-8.10, LU-11.9, LU-11.10, LU-11.11
Housing Types	Metro Joint Development Policy	P-E1	Range of Types. Joint development projects with a residential component are encouraged to provide a range of housing types to meet the needs of a diversity of household incomes, sizes, and ages.	7	LU-1.1, LU-1.4, LU-9, LU-9.1, LU-9.4, LU-10, LU-10.3, LU-13.2, LU-13.6, LU-14.4
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP I	efforts to implement the regionally-adopted, land-use and transportation vision in the Regional Transportation Plan/Sustainable Communities Strategy (outlined below), and encourage local jurisdictions to adopt supportive local policies. (Metro does not have jurisdiction over land-use, but can advance regionally adopted land-use strategies through incentive programs, like TOD planning grants, and supportive transportation investments).	15	M-2.6, M-2.2
Implementation of SCAG (RTP/SCS)	Countywide Sustainability Planning Policy	UP II	Draw from the recommendations included in the RTP/SCS to implement appropriate transportation mitigation measures for all projects.	15	M-2.6, M-2.2
Joint Development	Metro Joint Development Policy	P-G1	To encourage opportunities for joint developments surrounding transit investments, when appropriate, Metro will consider joint development opportunities in the acquisition of required property, location of new station sites, and construction of station facilities.	8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Joint Development	Metro Joint Development Policy	P-G2	In the initial planning of a transit corridor project (e.g., during the environmental and preliminary engineering phases), Metro may conduct site analysis, include a preliminary layout of each passenger station site, develop conceptual urban design strategies integrating station sites with adjacent communities, and evaluate proposed station sites for their joint development potential.	8	LU-11.2 (Santa Monica Blvd. Site), LU-12.1
Local Access	Countywide Sustainability Planning Policy	UP VI	Encourage and support land-use policies and transportation projects that seek to reduce trip lengths by reconnecting the street grid, increasing the mix of land-uses, providing mid-block crossings, incorporating neighborhood traffic calming, reducing set-backs, and breaking up superblocks in new or (re)development projects, among other strategies	16	LU-1.13, LU-2.6, LU-6.7, LU-6.8, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6, T-1.1, T-2.1, T-2.2
Local Government Planning	Countywide Sustainability Planning Policy	D II	Support local governments in planning and development activities resulting in transit supportive densities and design features throughout Cluster D areas.	21	LU-2.1, LU-2.4, LU-2.6, LU-12.2, 14.2, LU-12.3, LU-12.4, LU-12.5, LU-12.6
LOS/Performance Measurement	Countywide Sustainability Planning Policy	UP VII	Pursue alternatives and/or supplements to the use of level of service (LOS) and delay metrics that prioritize mobility for the single occupancy automobile, for project evaluation and encourage regional and local agencies to consider a broader range of metrics to assess multimodal impacts.	16	M-2.5, M-5.15, M-6.2, M-6.3, M-6.6, LU-1.19
Neighborhood Context	Oriented Communities Policy	G-2	Stabilize and enhance communities surrounding transit	4	LU-12.9, LU-13.7

Neighborhood Context	Complete Streets Policy	P-2	Context Sensitivity. In planning and implementing transportation projects, Metro departments, partner agencies, and funding recipients will maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and will work with residents, merchants, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered shall contribute to safe travel for all users and be consistent with best practices.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-11.1, LU-11.4, LU-11.3, LU-11.6, LU-11.7, LU-11.9, LU-11.10, LU-11.11, LU-12.9, LU-13.7, LU-14.5, LU-14.6, LU-12.11, LU-14.9
Neighborhood Context	Countywide Sustainability Planning Policy	P-7	Context Sensitivity. Build upon the unique strengths of Los Angeles County's communities through strategies that match local and regional context and support investment in existing communities.	7	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Planning Policy	G-B1	Community Integration. Metro will seek to create projects that are compatible with the surrounding community and reflect the needs and desires of the neighborhood in which they are situated. Like any private development, joint developments are subject to the land use policies and approval processes of the host jurisdiction.	4	LU-1.2, LU-2.2, LU-2.7, LU-4.4, LU-8.1, LU-8.2, LU-8.3, LU-12.9, LU-13.7
Neighborhood Context/Engagement	Metro Joint Development Planning Policy	G-B2	Community Engagement. Metro will ensure that the Joint Development Process actively engages community members at every development stage. Design and Placemaking. Metro's Joint Development Program will pursue high quality design that enhances the surrounding community and creates inviting spaces and places around Metro transit facilities.	4	See community engagement response: LU-1.3, LU-4.2, LU-4.6, LU-6.1, LU-11.3, LU-11.5, LU-11.9, LU-11.10, LU-11.11, LU-12.11, LU-14.9, LU-14.5, LU-14.6

Neighborhood Context/Engagement	Metro Joint Development Plan	P-B1	Community Engagement. Metro will pro-actively engage with the communities where the joint development projects occur through a variety of methods, which may include charrettes, focus groups, workshops, email updates, and social media communications. Developers selected for joint development projects shall be required to create a community engagement plan.	6	See community engagement response:
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B2	Local Collaboration. Metro will consult and work cooperatively with local jurisdictions and developers to encourage transit-supportive, high-quality development at stations and surrounding properties. All private developments (including joint development projects) must follow the local laws and policies, including the applicable land use policies, of the jurisdiction in which they reside.	6	LU-11.2 (Santa Monica Blvd. Site)
Neighborhood Context/Engagement	Metro Joint Development Plan	P-B3	Design Rigor. Projects shall demonstrate a high quality of design that is both sensitive to community context and enhances the surrounding community.	6	LU-5, LU-5.1, LU-5.2, LU-5.3, LU-5.4, LU-9.2, LU-11.5
Pollution	Countywide Sustainability Planning Policy	P-3	Green Modes. Promote clean mobility options to reduce criteria pollutants, greenhouse gas emissions, and dependence on foreign oil.	7	IRC-6.8, IRC-6.9, IRC-7, IRC-7.2, IRC-7.7, M-1.10, M-2.5, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2, T-4.1, T-4.2
Pollution/Public Health	Countywide Sustainability Planning Policy	P-4	Healthy Neighborhoods. Improve public health through traffic safety, reduced exposure to pollutants, and design and infrastructure for active transportation.	7	IRC-7, IRC-7.2, IRC-7.7, M-8.4, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Public Health	Active Transportation Strategic Plan	G-5	Improve public health through traffic safety, reduced exposure to pollutants, & design & infrastructure that encourage residents to use active transportation as a way to integrate physical activity into their daily lives		IRC-7, IRC-7.2, IRC-7.7, M-8.4, LU-8.6, LU-8.8, M-9.4, M-9.5, T-1.1, T-2.1, T-2.2
Recycling/Sustainability	Countywide Sustainability Planning Policy	P-9	Environmental Stewardship. Plan and support transportation improvements that minimize material and resource use through conservation, re-use, re-cycling, and re-purposing.	7	LU-1.6, LU-2.10
Resilience	Draft Metro Transit Oriented Communities Policy	G2 P-3	Sustainability: Ensure that infrastructure investments are multi-beneficial, both improving access to transit and improving communities' environmental resilience.	4	LU-5.4
Safety	Draft Metro Transit Oriented Communities Policy	G-1 P-3	Safety: Work to reduce collisions and create welcoming environments for all ages, abilities and protected classes in the planning, construction, and operation of transit oriented community projects.	4	PBMP Goal, PBMP 11, PBMP 12, LU-8.6, T-1.1, T-2.1
Safety	Complete Streets Policy	G-3	Improve safety for all users on the transportation network	3	PBMP Goal, PBMP 11, PBMP 12, LU-8.6
Sustainability	Active Transportation Strategic Plan	G-4	Promote multiple clean transportation options to reduce criteria pollutants & greenhouse gas emissions, & improve air quality		IRC-6.9, IRC-7.2M M-2.7, M-6.7, M-6.8, M-9.4, T-1.1, T-2.1, T-2.2

Sustainable Transportation	Countywide Sustainability Planning Policy	D I	Provide mobility options to support car-free and one-car living through development and sponsorship of facilities and services promoting very high levels of active transportation and transit use for all types of trips.	21	LU-4, LU-4.1, M-1.3, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Complete Streets Policy	G-1	Maximize the benefits of transit service and improve access to public transit by making it convenient, safe, and attractive for users	3	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, M-1.9, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness	Countywide Sustainability Planning Policy	P-8	System Productivity. Increase the efficiency and ensure the long-term viability of the multimodal transportation system.	7	LU-8.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/Active Transportation	Countywide Sustainability Planning Policy	D IV	Implement, encourage, and sponsor projects that give priority to transit and active modes, except on key segments of through routes and goods movement corridors.	21	LU-1.13, LU-1.15, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP VIII	Encourage through regional planning, funding policies, infrastructure investments, and promotion of supportive local policies (including parking management policies, road pricing, first/last mile investments, transit preferential treatments, and other demand management and systems management policies/projects) strategies that seek to optimize transit service by increasing its competitiveness with automobiles.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14, M-6, M-6.1, M-6.2, M-6.3, M-6.4, M-6.5, M-6.6, M-6.7, M-6.8, M-6.9, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Effectiveness/TDM	Countywide Sustainability Planning Policy	UP IX	Incorporate traffic operations system elements into all new highway projects to effectively operate the regions freeway system and coordinate with local transportation management systems. This may include installing equipment along freeways to monitor and manage traffic flows through detection, surveillance, communication, and control equipment, such as loop detectors, CCTV cameras, message signs, and ramp meters and/or promoting highway corridor level operational improvements such as integrated corridor management, congestion pricing, decision support systems, traveler information services, etc.	16	M-1.9, M-5.4, M-5.8, M-5.13, M-5.14
Transit Effectiveness/TDM/Complete Streets	Countywide Sustainability Planning Policy	UP X	Support through policy and project development greater utilization of transportation systems management tools that combine traffic engineering measures and traffic operation controls to better manage congestion on surface streets, optimize person throughput, and promote safe and efficient travel for all users of the roadway.	16	M-1.9
Transit Oriented Communities	Metro Joint Development Policy	P-A2	Density and Program. Metro will prioritize dense, trip generating uses on joint development sites.	6	LU-1.7, LU-3.2, LU-9.3, LU-9.4, LU-9.5

Transit Oriented Communities	Metro Joint Development Plan	P-A3	Transit Connections. Metro will maximize connections to transit facilities from and through joint developments, where appropriate. Projects are encouraged which provide for increased station access using buses, active transportation, and other alternative modes of travel.	6	LU-1.3, T-1.1, T-2.1, T-2.2
Transit Oriented Communities	Countywide Sustainability Planning Policy	P-5	Community Development. Design and build transportation facilities that promote infill development, build community identity, and support social and economic activity.	7	LU-2.1, LU-2.4, LU-11.9, LU-11.10, LU-11.11, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1
Transit Promotion	Countywide Sustainability Planning Policy	D III	Provide and encourage local transit coverage, frequency, and reliability within close proximity to homes and businesses and with short headways or timed transfers, all-day (and potentially night owl service); connect local service to high-quality transit investments (Bus Rapid Transit, Light and Heavy Rail) that provide access to destinations across LA County, Southern California and the State. Encourage appropriate bicycle parking at stations to improve first-last mile connections to transit.	21	M-1.1, M-1.2, M-1.4, M-1.5, M-1.6, LU-12.1, LU-13.1, LU-14.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Countywide Sustainability Planning Policy	D V	Implement, encourage, and sponsor projects that seek to increase the share of transit services operating in exclusive right of way.	21	M-5.9, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Active Transportation Strategic Plan	G-1	Improve access to transit		M-1.1, M-1.4, M-1.5, M-5.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Metro Joint Development Plan	G-2A	Increase Transit Ridership. The Joint Development Program aims to reduce greenhouse gas emissions and increase transit ridership by attracting new riders and increasing the number of transit trips generated from joint development projects.	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1
Transit Promotion	Oriented Communities Policy	G-1	Increase transportation ridership and choice	4	M-1.6, M-1.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion	Draft Metro Transit Oriented Communities Policy	G-1 P-1	Ridership: Increase system ridership and promote usage of alternate, non-motorized, modes of transportation.	4	M-6.7, M-6.8, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Promotion/Active Transportation	First Last Mile Strategic Plan	G-2	Maximize multi-modal benefits and efficiencies.	3	M-1.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4
Transit Promotion/Active Transportation/TDM	Draft Metro Transit Oriented Communities Policy	G-1 P-2	Transportation Options: Leverage land use and urban design to encourage non-single occupant vehicle transportation options both on and off Metro property, through enhanced first/last mile options, travel demand management, and seamless transit connectivity.	4	M-1.2, M-1.3, LU-1.13, LU-2.11, LU-8.5, LU-8.8, LU-11.2, LU-12.1, LU-13.1, LU-14.1, T-1.1, T-2.1, T-2.2, T-3.1, T-3.2, T-3.3, T-3.4, T-4.1, T-4.2
Transit Promotion/Equity	Draft Metro Transit Oriented Communities Policy	G-4	Distribute transit benefits to all	5	M-1.5, LU-12.1, LU-13.1, LU-14.1, T-3.1, T-3.2, T-3.3, T-3.4

Transit Promotion/Equity/Health	Complete Streets Policy	G-6	Foster healthy, equitable, and economically vibrant communities where all residents have greater mobility choices	3	M-1.5, LU-8.5, LU-12.1, LU-13.1, LU-14.1, LU-12.7, LU-13.9, T-1.1, T-2.1, T-3.1, T-3.2, T-3.3, T-3.4
Transit-Oriented Development	Countywide Sustainability Planning Policy	UP XII	Pursue opportunities to realize appropriately-scaled, transit-oriented development in rail and bus corridors as part of corridor studies, project development, incentive programs, and the promotion of supportive local policies (TOD Ordinances, land use and zoning changes, General Plan updates, etc).	16	H-4.1, LU-1.13, LU-2.11
Transit-Oriented Development	Countywide Sustainability Planning Policy	P-1	Access. Better integrate land-use and transportation planning to reduce trip lengths and increase travel choices.	7	LU-1.13, LU-2.1, LU-2.4, LU-2.6, LU-2.11, LU-8.5
Value Capture	Draft Metro Transit Oriented Communities Policy	G-5	5. Capture value created by transit Value Capture: Capture increased value of properties surrounding Metro's transit investments and re-invest that value into TOC activities.	5	Resolution No 18-_____ indicates the City's commitment to assessing the revenue potential, logistics, and strategic options for a value capture mechanism such as an Enhanced Infrastructure Financing District (EIFD).
Virtual Access	Countywide Sustainability Planning Policy	UP XIII	Leverage project development to facilitate the early adoption of emerging technologies that complement or even replace conventional travel modes through virtual access, and promote supportive regional and local policies (telecommute programs).	16	M-6.7

Attachment 3

SAMPLE Support Letter

Mr. Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Dear Mr. Washington:

The Northern Extension of the Crenshaw/LAX Line leverages the mobility investments Metro and local communities have already made including the Expo Line, Purple Line, Crenshaw Line, and the Green Line. The Northern Extension will optimize the transit network by filling a major gap and providing critical near-term north-south connectivity on the Westside and for the region. The City of Beverly Hills supports the acceleration of the Northern Extension of the Crenshaw/LAX Line as well as the City of West Hollywood's leadership in partnering with Metro to deliver the transformational mobility benefits of this project sooner as demonstrated by their adoption of Resolution No. 18-5055.

The Northern Extension will reduce cut-through traffic on Santa Monica Boulevard by providing a viable alternative to motorists commuting through some of the densest, most job-rich, and most underserved parts of the county. Connecting the Purple Line Extension to the Crenshaw, Expo, and Red Lines will eliminate the need for many riders on the Westside to travel out of their way to Downtown in order to transfer making Metro rail more convenient for more people. By improving transit access to West Hollywood and Hollywood, the Northern Extension will help enable car-free tourism across the Westside while making it easier for locals to access cultural resources like the Hollywood Bowl.

The Northern Extension of the Crenshaw/LAX Line has been a priority for the Westside for years but we recognize the wider regional significance of this project as a new regional connector with benefits stretching from the South Bay to the San Fernando Valley. It will also fulfill an unmet promise of Measure R to connect the Crenshaw Line to Wilshire.

We strongly urge you and the Metro Board to proceed with a full project Environmental Impact Report (EIR) along with other technical studies in 2018 to get this project shovel-ready for acceleration.

Item 9



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: Request by Vice Mayor Mirisch to Discuss Requiring Full Disclosure on Ballot Measures

ATTACHMENT: 1. None

Ballot measures allow voters to propose and enact laws. They include ballot initiatives, constitutional amendments, bond measures, and referenda. During the June 5, 2018 elections, the Beverly Hills Unified School District ("BHUSD") placed Measure BH on the ballot. This Measure was successfully passed and authorized the BHUSD to issue general obligation bonds in an amount not to exceed \$385,000,000.

Prior to its passage, the full disclosure for Measure BH was not distributed to the voters of the City of Beverly Hills by BHUSD. This item is presented to the Liaisons at the request of Vice Mayor Mirisch to discuss requiring full disclosure on any future City ballot measure.

Staff is seeking direction from the Liaisons on pursuing this requirement for future City ballot measures.

Item 10



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee

FROM: Cindy Owens, Senior Management Analyst

DATE: June 18, 2018

SUBJECT: Request for Direction on Prohibiting the Sale of Fur

ATTACHMENT:

1. Agenda Report – February 2, 1999
2. Minutes – February 2, 1999
3. Resolution 99-R-10061
4. Fact Sheets
5. Gucci Article

INTRODUCTION

At the May 8, 2018 City Council Legislative/Lobby/Liaison Committee meeting, a resident requested the City consider adopting an ordinance prohibiting the sale of fur. This item requests the Legislative/Lobby Liaisons to consider that request and provide direction to staff.

DISCUSSION

Background

On February 2, 1999, three resolution providing for a special municipal election on a measure requiring labels on certain fur products sold in the City of Beverly Hills was on the City Council Agenda (Attachment 1). After lengthy public comment, comments from the Council, and information provided by the City Attorney (Attachment 2) the City Council passed (3-1-1) the resolutions as amended by Council (Attachment 3).

A special election was conducted on May 11, 1999. The item before the electorate was:

Shall the Ordinance requiring that a certain notice be attached to certain fur products sold in the City of Beverly Hills describing killing and trapping techniques that may have been used to obtain the fur be adopted?

The Ordinance failed to pass with 3,513 no votes to 2,176 yes votes.

At the May 8, 2018 City Council Legislative/Lobby/Liaison Committee meeting, Cheri Shankar requested the Liaisons consider recommending the City of Beverly Hills adopt a resolution to prohibit the sale of fur. The Liaisons discussed the matter with Ms. Shankar but were unable to make a recommendation as the item was not on the Agenda.

Cities Prohibiting the Sale of Fur

In March 2018, the San Francisco supervisors voted unanimously to ban the sale of fur, becoming just the third U.S. city to approve the prohibition. The City of West Hollywood and Berkeley have also banned the sale of fur. The City of Los Angeles is currently exploring adopting a similar prohibition.

Fur-Free Retailers

The Humane Society of the United States maintains a list of fur-free retailers, designers and brands. The list below contains companies listed on the Humane Society website as well as from information obtained from company announcements. This list is not inclusive of all fur-free retailers, designers and brands.

) Ann Klein New York	) Lacoste
) Armani	) Levi's
) Calvin Klein	) lululemon
) Club Monaco	) Michael Kor – fur free by December 2019
) Gloria Vanderbilt	) Ralph Lauren
) Gucci	) Ted Baker
) Guess, Inc.	) The North Face
) Hugo Boss	) Tommy Hilfiger
) Juicy Couture	) Van Heusen
) Giorgio Armani	) Versace – beginning with the 2019 collection

The City does have numerous retailers who sell fur. As very limited outreach occurred prior to this meeting, staff is unable to provide information on how those retailers might be affected should an ordinance prohibiting the sale of fur be enacted. Should direction be given to bring this item to the City Council for consideration, staff will reach out to these retailers and to the community for their input.

Additionally, staff has attached fact sheets provided by Ms. Shankar for the Liaisons to consider.

RECOMMENDATION

Staff will agendaize this item for a future City Council Study Session should the Liaisons recommend staff pursue an ordinance to prohibit the sale of fur in Beverly Hills. Prior to that meeting, staff will conduct outreach to the community and retailers in Beverly Hills.

Attachment 1



**CITY OF BEVERLY HILLS
CITY COUNCIL
AGENDA STATEMENT**

ITEM NO: E-1
MEETING DATE: 2/2/99
PAGE 1 of 3 pages

TITLE: THREE RESOLUTIONS PROVIDING FOR A SPECIAL MUNICIPAL ELECTION ON A MEASURE REQUIRING LABELS ON CERTAIN FUR PRODUCTS SOLD IN THE CITY OF BEVERLY HILLS

SUBMITTING DEPARTMENT: City Clerk

ATTACHMENTS: Resolutions (3)

STAFF RECOMMENDATION: Staff recommends the City Council adopt the three resolutions or call a Special Council Meeting prior to February 5 to discuss adoption of the proposed ordinance.

INTRODUCTION

Three resolutions are being submitted to the City Council for approval that would call for the holding of a special municipal election to be held on May 11, 1999. The purpose of the special municipal election would be to submit to the voters a measure that would require labels on certain fur products sold in the City.

BACKGROUND

A Notice of Intent to Circulate Petition was filed with the City on May 20, 1998, and a signed petition was delivered to the office of the City Clerk on November 18, 1998 relating to the initiative requiring labels on certain fur products sold in the City of Beverly Hills. The City Clerk provided certification to the City Council on January 5, 1999 that the petition was signed by not less than 15 percent of the voters of the City and contained a request that the ordinance be submitted immediately to a vote of the people at a special election.

In order to submit this matter to the voters for approval, the following three resolutions are being presented to the Council for approval:

ITEM A: RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, CALLING AND GIVING NOTICE OF THE HOLDING OF A SPECIAL MUNICIPAL ELECTION ON TUESDAY, MAY 11, 1999, FOR THE SUBMISSION OF A PROPOSED ORDINANCE.

This resolution calls a special election to be held on May 11, 1999. The Council has the option of setting an election date of May 4 or May 11. Staff recommends May 11 as it allows more time to prepare for the election. This resolution sets forth the question to be submitted to the voters which is the following:

Shall the ordinance requiring that a notice be attached to certain fur products sold in the City of Beverly Hills describing killing and trapping techniques that might have been used to obtain the fur be adopted?

ITEM B: RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, SETTING PRIORITIES FOR FILING A WRITTEN ARGUMENT REGARDING A CITY MEASURE AND DIRECTING THE CITY ATTORNEY TO PREPARE AN IMPARTIAL ANALYSIS

This resolution authorizes the five Councilmembers to submit arguments in favor of or against the measure and directs the City Attorney to prepare an impartial analysis to be included in the ballot materials.

ITEM C: RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, PROVIDING FOR THE FILING OF REBUTTAL ARGUMENTS FOR CITY MEASURES SUBMITTED AT MUNICIPAL ELECTIONS

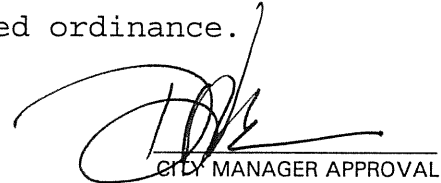
This resolution is optional and authorizes the filing of rebuttal arguments that will be included in the ballot materials. The Council is not required to authorize the filing of rebuttal arguments.

FINANCIAL ANALYSIS

The cost of the special election is estimated to be approximately \$50,000. Funds have been budgeted for a 1999 election.

RECOMMENDATION

Staff recommends the City Council adopt the three election resolutions or call a Special Council Meeting prior to February 5, 1999 to discuss adoption of the proposed ordinance.


CITY MANAGER APPROVAL

2/2/99

Items A & C adopted B not adopted

A - 99-R-10061 - City Atty directed to change Might to May on Ballot statement
Reynolds - abstain Bronte - No

B - Not adopted

C - 99-R-10062

Attachment 2



**CITY OF BEVERLY HILLS
MINUTES
REGULAR COUNCIL MEETING
February 2, 1999**

The Regular Meeting of the City Council of Beverly Hills was held in the Council Chambers at 7:30 p.m.

PLEDGE OF ALLEGIANCE

A. ROLL CALL

Present: **Councilmembers Eggerman, Goldman, Reynolds, Levyn and Mayor Bronte**
Absent: **None**

B. PRESENTATIONS

None

C. ORAL COMMUNICATIONS

1) TELEPHONE CALL-IN (310) 285-1020

(Members of the public are invited to place telephone calls to comment on issues not on the evening's agenda. The Council will take up to three telephone calls per meeting. Comments on the evening's agenda must be made in person as the item comes before the City Council.)

None

2) AUDIENCE COMMENTS

- a. Victor Bardack, Pres. Beverly Hills Homeowners, member of Alliance of Beverly Hills Residents Associations, reiterated his request to meet with City Councilmembers to discuss issues of concern to residents. Mayor Bronte announced a meeting tentatively scheduled at 12:30 PM on Wednesday, February 17 for the City Councilmembers to meet with homeowner groups.
- b. Tom Roberts, resident, expressed concerns regarding evictions of tenants without just cause. Mayor Bronte will contact Mr. Roberts by the end of the week to discuss this matter.

- c. Lorraine Althea, requested Council assistance relating to an eviction without cause. Mayor asked her to call City Hall to schedule a meeting with Herm Shultz and himself.

3) **REPORT FROM THE CITY MANAGER**

None

D. PUBLIC HEARING

BY ORDER OF THE CHAIR, with Council's consent, Item D-1 is set for a public hearing at the regular Council meeting of Tuesday, February 16, 1999, at 7:30 p.m.

1. **EXTENSION OF AN INTERIM ORDINANCE OF THE CITY OF BEVERLY HILLS RESTRICTING THE USE OF EXPOSED TUBE LIGHTING.**

This being the time and place set, a public hearing was held to consider:

2. **AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING PROVISIONS OF THE COMMERCIAL-RESIDENTIAL TRANSITIONS ORDINANCE AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE.**

The notice of the hearing was published as required by law and an affidavit to this effect is on file with the City Clerk.

The report of the Director of Planning and Community Development and the record of the Planning Department in this matter is made a part of the record of this hearing.

Director Ruth Nadel explained the Commercial-Residential Transition Ordinance has been in effect for just over two years and was designed to provide a fair balance between residential and commercial neighbors. Ms. Nadel stated there were nine meetings held since December 1997 on this matter by the Planning Commission. Director Nadel pointed out there are three major proposed revisions, which include boundary line revisions; Planning Commission discretion in reviewing extended hours permits; and amendments which would limit exempt businesses to certain hours. Ms. Nadel reported that the proposed amendments are the result of the 18 month report required by the ordinance, which was informally reviewed by the City Council on September 8, 1998, after a series of noticed workshops and study sessions conducted by the Planning Commission.

Speaking:

Gilbert Dembo commented he feels the Planning Commission and the Council have the latitude now to regulate the hours and conditions under which late night establishments are permitted and feels the proposed ordinance is not necessary. Mr. Dembo suggested the Council consider a general blanket policy for the entire business triangle.

Steve Webb, Planning Commissioner, responded that the property owners on the east side of Canon requested to extend the boundary of the triangle and allow the transitions ordinance to protect the neighborhood.

Tom Korey, President-elect of Chamber of Commerce, expressed concern that the modifications to the ordinance only consider the cumulative effect and presupposes there will be a series of requests for extended hours and overburdening the neighborhood. Mr. Korey commented he feels it is unnecessary and sends the wrong message to prospective businesses.

Director Nadel pointed out the Planning Commission would hold public hearings on requests to determine whether the cumulative impacts relating to the existing concentration of extended hours of operation are such that they do not wish to extend the hours of operation.

There were no further questions or comments of Councilmembers.

ITEM D-2:

MOVED by Councilmember Eggerman, seconded by Councilmember Goldman to introduce, waive full reading and advance Ordinance D-2, as follows:

AN ORDINANCE OF THE CITY OF BEVERLY HILLS AMENDING PROVISIONS OF THE COMMERCIAL-RESIDENTIAL TRANSITIONS ORDINANCE AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE.

Ayes: Councilmembers Eggerman, Goldman, Reynolds, Levyn and Mayor Bronte

Noes: None

CARRIED

E. CONTINUED AND NEW BUSINESS

City Attorney Laurence Wiener explained that, according to State law, if an initiative petition receives signatures from more than 15% of the registered voters in the City, the City Council has a ministerial duty to place the item on the ballot, and clarified there is not an option NOT to place the matter on the ballot. Mr. Wiener pointed out that, if the matter is placed on the

ballot, the City or anyone who believes the initiative is invalid or beyond the power of the City, can bring a court action to ask the court to remove the matter from the ballot. City Attorney Wiener advised the Councilmembers that, after studying the issue, it is the opinion of his office that this matter is not pre-empted by federal law, and there is nothing expressed in the law which prohibits local agencies from adopting a labeling requirement. Mr. Wiener indicated a letter was received from the proponents of the initiative, which asserts that language contained in the resolution is inappropriate because the term "might" was substituted for the word "may" in the question to be submitted to voters. City Attorney Wiener stated he doesn't believe the language is inappropriate or that there is any substantive difference between the terms "might" and "may"; however, the City Councilmembers may wish to change the wording.

City Attorney Wiener further explained the purpose for the three resolutions on the agenda: The first resolution sets the election; the second resolution is optional for the City Council to adopt authorizing the Council to write the argument against the initiative if they desire, and an option to direct the City Attorney to prepare an impartial analysis of the initiative; and the third resolution, if adopted, would provide for rebuttal arguments in the ballot. Mr. Wiener pointed out the ballot would contain an argument for the ordinance, presumably written by the proponents, and, if anyone volunteers to write it, an argument against the ordinance. He clarified that, in addition to the argument for and the argument against the ordinance, the Council has the option to authorize rebuttal arguments.

Speaking:

Rolfe Arnhyrn, Chamber of Commerce, urged the Council to study the matter further to determine if the City is required to place the measure on the ballot.

Dave Mayers spoke with regard to his conversations with various Rabbis in the community who are united in support of the initiative.

Rudy Cole, resident, asked those persons in attendance who are opposed to the initiative to stand, as many of them will not individually address the Council.

Samuel B. Garber, attorney and professor of business law, provided Councilmembers with a copy of the Fur Products Labeling Act. Mr. Garber stated his belief that the proposed ordinance is an unconstitutional law and must not be put on the ballot, and referenced Section 8-A.1 of the Fur Products Labeling Act which states the Act shall be enforced by the Federal Trade Commission, with certain exceptions.

City Attorney Laurence Wiener responded that the initiative does not ask the City to enforce the Federal Fur Products Labeling Act, and that this would be a labeling requirement in addition to that Act.

Elena Tsavaris, resident, indicated she believes consumers have a right to know how animals are killed in making fur items.

Arnold Surfas, nonresident, stated he does not support the initiative and questioned if the same labeling requirement would be extended to other animal products.

Luke Montgomery, Beverly Hills Consumers for Informed Choices, displayed copies of the initiative petition pages and stated his belief that the voters who signed the petition

were aware of what they were signing. Mr. Montgomery suggested there are federal laws governing how farm animals used for food and leather are killed, and there are no federal regulations governing how fur farmed animals are killed.

Ellen Waggoner, resident, spoke in support of the initiative and pointed out there are no enforcement requirements in the initiative, and suggested there are ordinances on the books that are not necessarily enforced on a day-to-day basis.

Marion Zola, resident, stated she knew what the initiative was about when she signed the petition and is concerned about unnecessary cruelty for animals used in the production of a strictly luxury item.

Wanda Presburger, owner of Somper Furs, commented that the placement of this item on the ballot would send a message to radical animal activist groups that they are invited to Beverly Hills with open arms. Ms. Presburger suggested the City is being targeted by the proponents for the visibility for their radical activities.

Michael Pappas, furrier, commented on methods used in killing farm animals, and stated he feels the most inhumane methods are used in the preparation of kosher meat. Mr. Pappas suggested electrocution and gassing are very quick methods of killing animals, and pointed out when he imports or exports furs, he needs a veterinarian certificate, a State Fish and Game certificate, and a U.S. Fish and Wildlife certificate.

Keith Kaplan, Southern California Fur Association, quoted court cases regarding removal of initiatives from ballots, and suggested the issue is an abuse of the initiative process by a special interest group eager to promote their special agendas in a public forum.

Teresa Platt, Fur Commission USA, commented that fur farming is a recycling program with the fur pelt being the end result. Ms. Platt indicated that on the fur farms she represents, mink are gassed and fox are put down by injection. She referenced the American Veterinarian Medical Association report which makes recommendations on how animals are euthanized across the country, and stated the Fur Commission provides guidelines on how to care for the animals. Ms. Platt urged the Council to be careful of labels that are supposedly clearing the air, and using deceptive material to further their cause.

Vice Mayor Levyn questioned if the Congress intended pre-emption in adopting the Fur Products Labeling Act. City Attorney Wiener responded that his office conducted extensive research, and that he believed the court would not presume that Congress intended to occupy the entire field, to the exclusion of state and local governments, because the job of protecting consumers and providing them with information is traditionally one that is reserved for state and local governments. Mr. Wiener stated the courts are reluctant to interfere with the electoral process unless the court determines that a proposed initiative is clearly invalid or beyond the scope of the power of the initiative, the power of the voters, and the power of the City.

In response to further questioning by Vice Mayor Levyn, City Attorney Wiener pointed out the Council's duty this evening is to place this matter on the ballot, given that it has been signed by the requisite number of registered voters. Mr. Wiener stated that anyone then has the opportunity to go to court and request that this item be removed from the ballot.

John Martens, representing Neiman Marcus, stated Neiman Marcus supports the humane treatment and responsible care of animals, and further commented that furs offered

for sale are farmed in complete compliance with professional wildlife management programs and are strictly regulated by federal regulations. Mr. Martens expressed concern that the fur ordinance is confusing, inflammatory, discriminating, and would severely tarnish the image of Beverly Hills internationally.

Vice Mayor Levyn questioned that, if a majority of the Councilmembers would not be in favor of or vote for the particular initiative, the obligation is first to place the matter on the ballot as a result of the requisite number of signatures being obtained. City Attorney Wiener pointed out the initiative process does not provide for a veto of the process by the City Council if the requisite number of voters sign a petition to place the item on the ballot. Mr. Wiener recapped that the City Council, as the legislative body, cannot make the decision to remove an item from the ballot, but rather the judicial branch of government would make that determination.

Fred Brenner, Edwards Lowell Furs, commented he was shocked to see the letter from Jack Lemmon sent to Beverly Hills residents, as he has been a valued client for many years and has a number of coats in storage at that store. Mr. Brenner urged the Council to address whether the animal rights activists have the right to intimidate the future course of business in Beverly Hills.

Peter Flournoy, nonresident, suggested the Councilmembers were elected as representatives of the residents of Beverly Hills, and have a duty and obligation to make up their own minds on this issue. Mr. Flournoy commented he feels this issue is an abuse of the initiative process.

Jeffrey Lehman, urged the Council to consider this issue further before making the decision to place the matter on the ballot.

David Schneider, Price Waterhouse Coopers, suggested the City Council protect the business base by supporting the initiative and force the fur industry to clean up their business practices.

Paul Matsumoto, Edwards Lowell Furs, stated he was one of the salespeople secretly videotaped by the initiative proponents, and that his answers to their questions were completely taken out of context. Mr. Matsumoto expressed his belief that fur is a natural and renewable resource, and there is a whole economic system based on ranching of mink.

Janet Hersholt, resident, expressed her belief that the initiative is not a matter of politics, but a matter of animal cruelty, and stated her support of the initiative.

Peter Alisi, Beverly Hills Restaurant Association, read a statement from the Association expressing concern with regard to the initiative and urged the Council to conduct further research before taking action to place the matter on the ballot.

Caroline Cohen, Fendi, spoke in opposition to the initiative and commented on the impacts the labeling requirements would have on the various retailers.

Rob Hennig, UCLA Dept. of Political Science, pointed out the initiative is an abuse of the initiative process, and suggested issues such as this should not be micromanaged through the municipal codes. Mr. Hennig suggested the Council set the initiative aside and let the proponents of the initiative sue to get the issue on the ballot.

Arnie Leib, suggested this is a freedom of choice issue and commented on the celebrities endorsing the initiative, although the entertainment industry uses gelatin, an animal by-product, in filmmaking.

Alan Shae, commented on the number of people who would be put out of work should the initiative pass.

Terri Macellaro, resident, spoke in favor of the initiative and pointed out if furriers can prove the fur items in their stores were not created by inhumane methods, they are not required to use the label.

Rudy Cole, resident, suggested the real issue is whether the City has the ability to refuse to place the issue on the ballot. Mr. Cole urged the Council to consider what the community wants and refuse to place the initiative on the ballot.

In response to questioning by Vice Mayor Levyn, Ms. Platt, representing the Fur Commission, confirmed that mink are gassed and fox are put down by injection and that Canada allows electrocution. Ms. Platt advised that injection is not allowed for animals that go into the food chain.

Luke Montgomery, in response to questions by Mayor Bronte and Vice Mayor Levyn, confirmed that a tag would be required on an item that exceeds \$50 in price, although the amount of fur on the item has a value of less than \$50.

Councilmember Goldman expressed concern that the proponents should be looking for national legislation that deals with the care, treatment and importation of the animals. Councilmember Reynolds mentioned her concern that the proponents of the initiative have not been forthcoming about what the real issue is, and suggested an option is to not put the item on the ballot and put the burden on the judiciary to initiate action to place the item on the ballot. Vice Mayor Levyn indicated his reluctance to place an item on the ballot that he feels cannot be enforced in certain respects because it is overly-broad. Councilmember Eggerman explained he has concerns relating to the initiative, but feels the City Council must follow the mandated statutory procedure to set this matter for election which can then be challenged by an interested group.

MOVED by Councilmember Eggerman, seconded by Vice Mayor Levyn, to change the word "might" to the word "may" and adopt Resolution E-1A, as amended, as follows:

E-1A. RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, CALLING AND GIVING NOTICE OF THE HOLDING OF A SPECIAL MUNICIPAL ELECTION ON TUESDAY, MAY 11, 1999, FOR THE SUBMISSION OF A PROPOSED ORDINANCE.

RES#99-R-10061

Ayes: Councilmembers Egerman, Goldman, and Levyn
Noes: Mayor Bronte
Abstain: Councilmember Reynolds
CARRIED

E-1B. RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, SETTING PRIORITIES FOR FILING A WRITTEN ARGUMENT REGARDING A CITY MEASURE AND DIRECTING THE CITY ATTORNEY TO PREPARE AN IMPARTIAL ANALYSIS.

No action taken by Council to adopt Resolution E-1B

MOVED by Councilmember Egerman, seconded by Vice Mayor Levyn, to adopt Resolution E-1C, as follows:

E-1C. RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, PROVIDING FOR THE FILING OF REBUTTAL ARGUMENTS FOR CITY MEASURES SUBMITTED AT MUNICIPAL ELECTIONS.

RES#99-R-10062

Ayes: Councilmembers Egerman, Goldman, Reynolds, Levyn and Mayor Bronte
Noes: None
CARRIED

MOVED by Councilmember Egerman, seconded by Vice Mayor Levyn, to adopt Resolution E-2, as follows:

E-2. RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING A PRELIMINARY OFFICIAL STATEMENT IN CONNECTION WITH THE ISSUANCE AND SALE OF THE CITY OF BEVERLY HILLS PUBLIC FINANCING AUTHORITY LEASE REVENUE BONDS, 1999 REFUNDING SERIES A, AND AUTHORIZING ADDITIONAL ACTIONS RELATED THERETO.

RES#99-R-10063 RES#PFA 99-R-15

(agreement numbers to be assigned when presented for signature)

Ayes: Councilmembers Egerman, Goldman, Reynolds, Levyn and Mayor
Bronte
Noes: None
CARRIED

F. CONSENT CALENDAR

Moved by Vice Mayor Levyn, seconded by Councilmember Egerman, to approve the items on the Consent Agenda, direct that the appropriate accounts be charged on Items F-2 through F-3.

Minutes

- 1) **Consideration of the minutes** of the Special Council meeting of January 12, 1999 at 5:30 p.m.

Demands

- 2) **REVIEW OF BUDGETED DEMANDS PAID**, list dated January 22, 1999
- 3) **PAYROLL DISBURSEMENT REPORT**, list dated February 2, 1999

Other Business

- 4) **AN ORDINANCE OF THE CITY OF BEVERLY HILLS REQUIRING DRUG/ALCOHOL TESTING OF TAXICAB OPERATOR PERMIT APPLICANTS AND PERMITEES AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE.** Comment: For adoption. Amends the Beverly Hills Municipal Code to include a controlled substance and alcohol testing certification program for taxicab drivers as required by the State Law (Senate Bill 46).

ITEM F-4: ADOPTED ORD#99-O-2322

- 5) **RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING THE RAV 4 ELECTRIC VEHICLE FLEET LEASE PROGRAM MASTER LEASE AGREEMENT AND ADDENDUM BETWEEN THE CITY OF BEVERLY HILLS AND TOYOTA MOTOR CREDIT CORPORATION.**

Comment: Approves a 3-year lease agreement with Toyota Motor Credit Corporation for six Toyota RAV 4 Electric Vehicles in the amount of \$106,440, to be paid from AB2766 grant funds.

ITEM F-5: ADOPTED RES#99-R-10064 AGR#15-99 AGR#16-99

- 6) RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING A PROPOSITION A DISCRETIONARY INCENTIVE GRANT PROGRAM MEMORANDUM OF UNDERSTANDING FOR SPECIALIZED TRANSPORTATION SERVICES. Comment: Approves the Memorandum of Understanding between the City of Beverly Hills and the Los Angeles County Metropolitan Transportation Authority.

ITEM F-6: ADOPTED RES#99-R-10065 AGR#17-99

- 7) APPROVALS AND RESOLUTIONS OF THE COUNCIL OF THE CITY OF BEVERLY HILLS RELATED TO VARIOUS CITY PURCHASING AND BUDGET TRANSACTIONS AS DESCRIBED HEREIN:

ITEM A: APPROVAL TO ISSUE A CHANGE ORDER IN THE AMOUNT OF \$10,000 TO THE BLANKET PURCHASE ORDER TO OLYMPIC TRANSMISSIONS FOR TRANSMISSION AND DIFFERENTIAL REPAIRS FOR THE GENERAL SERVICES DEPARTMENT VEHICLE MAINTENANCE DIVISION FOR A NOT-TO-EXCEED AMOUNT OF \$35,000.

ITEM F-7A: APPROVED

ITEM B: APPROVAL TO ISSUE A CHANGE ORDER IN THE AMOUNT OF \$14,000 TO THE BLANKET PURCHASE ORDER TO A. VARLOTTA, INCORPORATED FOR PAINTING SERVICES AS-NEEDED FOR A NOT-TO-EXCEED AMOUNT OF \$29,000.

ITEM F-7B: APPROVED

ITEM C: APPROVAL TO ISSUE A CHANGE ORDER IN THE AMOUNT OF \$8,994.06 TO THE PURCHASE ORDER TO VALLEY DETROIT DIESEL ALLISON INCORPORATED FOR TRANSMISSION REPAIR FOR FIRE DEPARTMENT APPARATUS 808, A 1988 LADDER TRUCK FOR A NOT-TO-EXCEED AMOUNT OF \$10,114.06.

ITEM F-7C: APPROVED

ITEM D: RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROPRIATING FUNDS IN THE AMOUNT OF \$9,900 FOR CONSULTING SERVICES TO REVIEW THE ADEQUACY OF THE SANTA MONICA TRANSIT PARKWAY PROJECT EA/EIR FOR THE TRANSPORTATION DEPARTMENT.

ITEM F-7D: ADOPTED RES#99-R-10066 AMOUNT AMENDED TO \$19,800

ITEM E: RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROPRIATING FUNDS AND APPROVING A PURCHASE ORDER IN THE AMOUNT OF \$21,039.07 TO **DEL AMO DODGE/KIA** FOR ONE 1999 DODGE PICK-UP TRUCK FOR THE PUBLIC WORKS WASTEWATER DISPOSAL DIVISION.

ITEM F-7E: ADOPTED RES#99-R-10067

- 8) AN ORDINANCE OF THE COUNCIL OF THE CITY OF BEVERLY HILLS ESTABLISHING **TOUR BUS LOADING AND STAGING ZONES** WITHIN THE BUSINESS TRIANGLE IN THE CITY OF BEVERLY HILLS AND AMENDING THE BEVERLY HILLS MUNICIPAL CODE; RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS DESIGNATING THE LOCATIONS OF TOUR BUS LOADING ZONES AND STAGING ZONES. Comment: For Introduction. Establishes restrictions on use of staging and loading zones by tour bus vehicles.

ITEM F-8: INTRODUCE, WAIVE FULL READING & ADVANCE AGENDA 2/16/99 ADOPTED: RES#99-R-10070

- 9) RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING AMENDMENT NO. 1 TO THE AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND **LISTER & MARTIN** FOR LEGAL SERVICES. Comment: Approves an amendment to the contract for legal services relative to the Americans with Disabilities Act in an amount not to exceed \$10,000.

ITEM F-9: ADOPTED RES#99-R-10068 AGR#18-99

- 10) AUTHORIZATION TO ISSUE A CHANGE ORDER TO **GOLD GRAPHICS** FOR THE 1998-1999 HOLIDAY DECORATION PROGRAM IN THE AMOUNT OF \$15,000. Comment: This provides for additional labor costs in the amount of \$15,000 associated with the installation of brackets and banners which were not part of the original purchase order. The City Council had previously appropriated funds in anticipation of this expense.

ITEM F-10: APPROVED

- 11) RESOLUTION OF THE COUNCIL OF THE CITY OF BEVERLY HILLS APPROVING AN AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND **EIP ASSOCIATES** FOR THE PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE TRIANGLE GATEWAY/GELSON'S PROJECT. Comment: Resolution and agreement hires EIP Associates to prepare the Environmental Impact Report for the Gelson's project. The scope of work will cost \$127,101 and be paid for with funds deposited by the project applicant.

ITEM F-11: ADOPTED RES#99-R-10069 AGR#19-99

Vote on Consent Calendar:

Ayes: **Councilmembers Egberman, Goldman, Reynolds, Levyn and Mayor Bronte**

Noes: **None**

CARRIED

G. COMMISSION SYNOPSIS

No action was taken on the following synopsis of meeting:

1. Synopsis - **PUBLIC WORKS COMMISSION** - regular meeting of January 14, 1999.

Original, Signed Minutes are on file in the Office of the City Clerk

H. OTHER BUSINESS

1. AUDIENCE COMMENTS (Continued from Agenda Section C - "Oral Communications.")
None

2. CONSIDERATION OF COMMISSION APPOINTMENTS - ARCHITECTURAL COMMISSION (1) AND FINE ART COMMISSION (1).

Councilmembers Reynolds and Goldman will provide a written report to the full City Council with regard to a recommendation for appointment to the Architectural Commission.

MOVED by **Councilmember Reynolds, seconded by Councilmember Goldman, to appoint Hamid Gabbay to the Fine Art Commission.**

Ayes: **Councilmembers Egberman, Goldman, Reynolds, Levyn and Mayor Bronte**

Noes: **None**

CARRIED

Councilmember Goldman advised the Councilmembers about a women's political action discussion group being formed and the desire of this group to send a representative to the

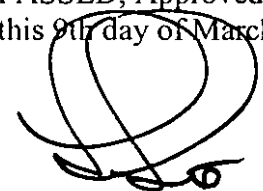
meeting to be held with the homeowners group. Council discussion took place as to whether other community groups should be invited to attend. Councilmember Eggerman suggested, and Vice Mayor Levyn and Mayor Bronte agreed, that the attendees be limited to the homeowners associations and the Alliance of Beverly Hills Residents Associations, who made the original request to meet with Councilmembers. Future meetings may be scheduled to include various other community groups.

I. **ADJOURNMENT**

There being no further business, Mayor Bronte, with the consent of Council, adjourned the meeting at 10:52 p.m. to closed session regarding the items listed on that agenda..


NINA UDY, CITY CLERK

PASSED, Approved and Adopted
this 9th day of March, 1999.


LES BRONTE, MAYOR

This meeting was broadcast on live television, on City of Beverly Hills Municipal Government television access Channel BHN/10 Century Cable.

Attachment 3

RESOLUTION NO. 99-R-10061

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, CALLING AND GIVING NOTICE OF THE HOLDING OF A SPECIAL MUNICIPAL ELECTION ON TUESDAY, MAY 11, 1999, FOR THE SUBMISSION OF A PROPOSED ORDINANCE.

WHEREAS, pursuant to authority provided by statute a petition has been filed with the City Council of the City of Beverly Hills, California, signed by more than fifteen percent of the number of registered voters of the City to submit a proposed ordinance relating to requiring labels on certain fur products sold in the City of Beverly Hills; and

WHEREAS, the County of Los Angeles, Registrar of Voter's Office examined the records of registration and ascertained that the petition is signed by the requisite number of voters, and the City Clerk has so certified; and

WHEREAS, the City Council has not voted in favor of the adoption of the ordinance, and

WHEREAS, the City Council is authorized and directed by statute to submit the proposed ordinance to the voters;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF BEVERLY HILLS, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That pursuant to the requirements of the laws of the State of California relating to general law cities, there is called and ordered to be held in the City of Beverly Hills, California, on Tuesday, May 11, 1999, a Special Municipal Election for the purpose of submitting the following proposed ordinance.

SHALL THE ORDINANCE REQUIRING THAT A NOTICE BE ATTACHED TO CERTAIN FUR PRODUCTS SOLD IN THE CITY OF BEVERLY HILLS DESCRIBING KILLING AND TRAPPING TECHNIQUES THAT MAY HAVE BEEN USED TO OBTAIN THE FUR BE ADOPTED?	YES	
	NO	

SECTION 2. That the text of the ordinance submitted to the voters is attached as Exhibit A

SECTION 3. That the ballots to be used at the election shall be in form and content as required by law

SECTION 4. That the City Clerk is authorized, instructed and directed to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election

SECTION 5. That the polls shall be open at seven o'clock a.m. of the day of the election and shall remain open continuously from that time until eight o'clock p.m. of the same

day when the polls shall be closed, except as provided in Section 14401 of the Elections Code of the State of California.

SECTION 6. That pursuant to Elections Code Section 12310, a stipend for services for the persons named as precinct board members is fixed at the sum of \$55.00 for each Inspector and \$45.00 for each Clerk for the election. The rental for each of polling place, where a charge is made, shall be the sum of \$25.00 for the election. When required, the compensation of the Custodian of a building shall be \$12.00 for the election.

SECTION 7. That in all particulars not recited in this resolution, the election shall be held and conducted as provided by law for holding municipal elections.

SECTION 8. That notice of the time and place of holding the election is given and that the City Clerk is authorized, instructed and directed to give further or additional notice of the election, in time, form and manner as required by law.

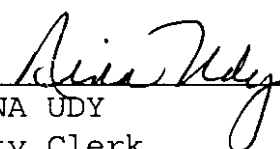
SECTION 9 That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions

ADOPTED February 2, 1999.



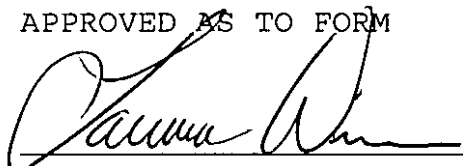
LES BRONTE
Mayor of the City of
Beverly Hills, California

ATTEST:



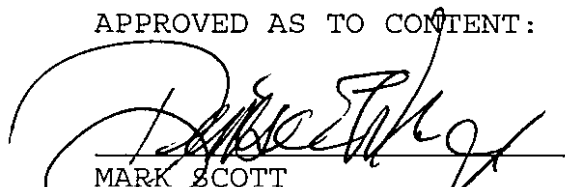
NINA UDY (SEAL)
City Clerk

APPROVED AS TO FORM



LAURENCE S. WIENER
City Attorney

APPROVED AS TO CONTENT:



MARK SCOTT
City Manager

EXHIBIT "A"

SECTION 1 Title.

This Act shall be known and may be cited as the "Consumer's Right to Informed Choices Act of 1999."

SECTION 2 Findings and Declarations.

The people of the City of Beverly Hills find and declare the following

(a) Consumers have a right to truthful information so they can make their own informed choices about the products that they buy

(b) Salespeople in Beverly Hills fur salons routinely misinform consumers by assuring them that fur-bearing animals are killed in the same way that old or sick family pets are put to sleep. In truth, official fur farmer associations and policy manuals specifically recommend anal electrocution, gassing with motor vehicle exhaust, breaking the animal's neck or poisoning as the standard industry methods of killing animals on fur farms

(c) Animals killed for their fur are not protected under the Humane Slaughter Act or any other U.S. law regulating the humane killing of animals

(d) Salespeople routinely misinform consumers by assuring them that animals are no longer trapped for their fur. In truth, fur industry publications state that trapped fur accounts for as much as 40% of fur sold in the U.S. Trapping guides, books and instructional videos specifically recommend breaking the animal's neck, poisoning, clubbing, stomping and drowning as the standard industry methods of killing animals in traps

(e) The steel-jaw leghold trap and other body-gripping traps are indiscriminate killing and maiming pet dogs and cats, birds, endangered species and other wildlife

SECTION 3 Purpose and Intent.

The people of the City of Beverly Hills declare their purpose and intent in enacting this measure is as follows

(a) To protect consumers who choose to exercise their legal right to purchase and own fur from receiving false and misleading information

(b) To give consumers the ability to make their own informed choices by placing a small consumer information notice on those furs from animals killed by anal or genital electrocution, electrocution, gassing with motor vehicle exhaust, gassing, breaking the animal's neck, poisoning, clubbing, stomping or drowning

(c) To give consumers the ability to make their own informed choices by placing a small consumer information notice on those furs from animals caught in steel-jaw leghold traps or other body-gripping traps

SECTION 4

Title 4, Chapter 7 is added to the Municipal Code of the City of Beverly Hills to read

CHAPTER 7**CONSUMER'S RIGHT TO INFORMED CHOICES ACT****Section 4-7.01. Definitions.**

(a) "Fur-bearing animal" shall mean badger, beaver, bobcat, chinchilla, chipmunk, ermine, fisher, fitch, fox, lynx, marten, mink, muskrat, nutria, opossum, otter, rabbit, raccoon, sable, seal, squirrel, weasel, wolf and wolverine

(b) "Fur" shall mean the fur, pelt or skin, or any garment or product made from or containing the fur, pelt or skin of a fur-bearing animal

(c) "Seller" shall mean any individual, proprietorship, firm, partnership, joint venture, business, company, corporation, limited liability company, association and any other organization or group of persons acting in concert whose business is or includes, the selling of fur

(d) "Poisoning" shall mean killing of a fur-bearing animal through the use of herbicide, insecticide, acetone, strychnine, nicotine, arsenic, cyanide, rubbing alcohol, chloral hydrate, or any other substance not intended for veterinary use in humane euthanasia. The term "poisoning" shall also mean the use of substances intended for veterinary use in humane euthanasia, but not administered by a licensed veterinarian, veterinary technician or other person trained and certified as required by applicable state, county or city laws

Section 4-7.02. Consumer Information and Protection.

(a) Any seller who sells fur from a fur-bearing animal killed by anal

or genital electrocution, electrocution, gassing with motor vehicle exhaust, gassing, breaking the animal's neck, poisoning, clubbing, stomping or drowning or any seller who sells fur from a fur-bearing animal caught in any body-gripping trap, including, but not limited to, steel-jaw leghold traps and snares, shall fulfill the following requirement

(1) Prior to displaying the fur or making the fur available for purchase, the seller shall attach a consumer information notice to the fur as provided for in this Chapter. The notice shall be attached in a manner which makes it clearly visible to the consumer and may be removed only by the consumer after purchase

(2) The notice required pursuant to subsection (a)(1) shall read as follows "Consumer notice: This product is made with fur from animals that may have been killed by electrocution, gassing, neck breaking, poisoning, clubbing, stomping or drowning and may have been trapped in steel-jaw leghold traps"

(3) The text of the notice as defined in subsection (a)(2) shall appear in uppercase black Helvetica typeface, with the words "Consumer notice" being in bold 16 point type size, and the remainder of the notice in unbolded 10.5 point type size. The text shall be printed on white paper measuring 3 1/2 inches high by 2 1/2 inches wide

(b) Any seller who sells fur where the seller cannot provide the guarantee to the consumer as described in section 4-7.03(c), and where the seller is not otherwise exempt as described in section 4-7.03(a) or section 4-7.03(b), shall attach a consumer information notice on that fur as mandated in section 4-7.02(a)(1-3)

Section 4-7.03. Exemptions.

(a) A seller shall not be required to attach a notice as mandated in section 4-7.02(a)(1-3) on any fur where the retail price is less than fifty dollars, such as rabbit's foot key chains or toys for pets that contain real fur

(b) A seller shall not be required to attach a notice as mandated in section 4-7.02(a)(1-3) on a fur sold for non-business purposes such as an individual selling a used fur through a yard sale or classified ad, or for non-profit purposes such as a charity selling a used fur for fundraising purposes

(c) A seller shall not be required to attach a notice as mandated in section 4-7.02(a)(1-3) on a fur where the seller can guarantee to the consumer that no part of that fur is from a fur-bearing animal trapped and/or killed by a trap or method listed in section 4-7.02(a). This guarantee shall be made available to the consumer upon request, and shall be a signed statement of the person who conducted or directly supervised the trapping and/or killing stating the type of trap and/or killing method used for each animal

Section 4-7.04. Amendment.

(a) Should federal legislation be adopted that prohibits both the domestic use of the steel-jaw leghold trap and the importation of fur from animals trapped with the steel-jaw leghold trap, the Beverly Hills City Council may, by a majority vote, amend the text of the consumer notice defined in section 4-7.02(a)(2) to read as follows "Consumer notice: This product is made with fur from animals that may have been killed by electrocution, gassing, neck breaking, poisoning, clubbing, stomping or drowning and may have been trapped in body-gripping traps"

(b) Except as provided above, the provisions of this Act may only be amended or repealed by a vote of the people of Beverly Hills

Section 4-7.05. Enforcement.

In accordance with Title 1, Chapter 3, Article 2 of this Code, any person who violates or fails to comply with a provision of this chapter shall be guilty of an infraction. The Beverly Hills City Attorney shall act as the prosecutor with respect to a violation of this chapter

SECTION 5 Severability.

If any provision of this Act or the application thereof to any person or circumstances is held invalid or unconstitutional, such invalidity or unconstitutionality shall not affect other provisions or applications of this initiative which can be given effect without the invalid or unconstitutional provision or application, and to this end the provisions of this initiative are severable

SECTION 6 Effective Date.

This Act shall become effective twenty-one days after approval of the Act by the electors of the City of Beverly Hills



NOTICE TO VOTERS OF DATE AFTER WHICH NO
ARGUMENTS FOR OR AGAINST A CITY MEASURE
MAY BE SUBMITTED TO THE CITY CLERK.

NOTICE IS GIVEN THAT THE Special Municipal Election is to be held in the City of Beverly Hills on Tuesday, May 11 1999, at which there will be submitted to the voters the following measure:

SHALL THE ORDINANCE REQUIRING THAT A NOTICE BE ATTACHED TO CERTAIN FUR PRODUCTS SOLD IN THE CITY OF BEVERLY HILLS DESCRIBING KILLING AND TRAPPING TECHNIQUES THAT MAY HAVE BEEN USED TO OBTAIN THE FUR BE ADOPTED?

NOTICE IS FURTHER GIVEN that pursuant to Article 4, Chapter 3, Division 9 of the Elections Code of the State of California, the legislative body of the City, or any member or members thereof authorized by the body, or any individual voter or bona fide association of citizens, or any combination of voters and associations, may file a written argument, not to exceed 300 words in length, for or against the City measure

NOTICE IS FURTHER GIVEN that, based upon the time reasonably necessary to prepare and print the arguments and sample ballots for election, the City Clerk has fixed February 16, 1999, during normal office hours, as posted, as a reasonable date prior to the election after which no arguments for or

against the City measure may be submitted to the City Clerk for printing and distribution to the voters as provided in the Article 4. Arguments shall be submitted to the City Clerk at the City Hall, Beverly Hills, California. Arguments may be changed or withdrawn until and including the date fixed by the City Clerk

NOTICE IS FURTHER GIVEN that the City Council has determined that rebuttal arguments, as submitted by the authors of the opposing direct arguments, may be filed with the City Clerk not more than 10 days after the final date for filing direct arguments.

NOTICE IS FURTHER GIVEN that any ordinance, impartial analysis, or direct argument filed under the authority of the elections code will be available for public examination in the City Clerk's office for not less than 10 calendar days from the deadline for filing arguments. Any rebuttal argument filed under the authority of the elections code will be available for public examination in the City Clerk's office for not less than 10 calendar days from the deadline for filing rebuttal arguments.

ADOPTED: February 2, 1999.

AFFIDAVIT OF POSTING

State of California)
County of Los Angeles) SS
Nina Udy, employed by the City of
Beverly Hills, state under penalty of perjury,
that on 2/8/99, I personally caused the
Notice herein to be posted on the door of the
Council Chambers of the City Hall

2/8/99 — Nina Udy
Date Signature

Nina Udy
NINA UDY
City Clerk

Attachment 4

Take a Stand Against Real Animal Fur

Why Beverly Hills should ban fur sales



Overbred "Monster Foxes" have resurfaced on fur farms in Finland, the country with supposedly the highest standards.



Breeding stock spend their entire lives in cages continuously impregnated before having their cubs taken away.



The August issue of Vogue Paris was dedicated to faux fur and animals.

Fur Free in BH

a pea in the pod
All Saints
BHLN
Club Monaco
Emporio Armani
Escada
GAP
Giorgio Armani
G Star Raw
Guess
Hugo Boss
Intermix
James Perse
Lacoste
Levi's
Lucky Brand
Lululemon
Ralph Lauren
St. John
The North Face



Pets are commonly trapped in the wild for the fur trade.

The Cruel Reality of Fur Trade

More than 100 million animals are raised and killed every year in extremely cruel ways – including raccoon dogs being skinned alive, foxes anally electrocuted and cats and dogs caught with archaic leg-hold traps. The majority of fur sold in Beverly Hills comes from fur factory farms where animals spend their entire lives in small wire cages unable to exhibit natural behaviors; only to then be killed by anal electrocution, neck-breaking, or in gas chambers. The stress from living in a tiny cage causes serious welfare problems, such as self-mutilation, infected wounds and cannibalism.

"Technological progress made over the years allows us to have valid alternatives at our disposal that render the use of cruel practices unnecessary as regards animals. Pursuing the positive process undertaken long ago, my company is now taking a major step ahead, reflecting our attention to the critical issues of protecting and caring for the environment and animals."

-Giorgio Armani, 2016

In the wild, animals are trapped by the millions using leghold traps, which have been deemed "inhumane" by the American Veterinary Medical Association and severely restricted in approximately 100 countries. Trapped animals are held for days or weeks and have been known to chew off their limbs to escape. Non-target animals are commonly trapped, including people's pets and endangered species.

Humane Alternatives Exist

According to the *LA Times*, "The fur trend in the U.S. is toward fake." Major fashion brands – many with storefronts in Beverly Hills – have switched to faux fur alternatives because they find it indistinguishable from real fur, making the product completely unnecessary.

"We have decided to adopt a different route and we are therefore giving our sustainable corporate strategy – in this case, animal protection–precedence over the 'fast' and 'simple' route to success...Contemporary customers are part of a generation which is re-evaluating their ethical and environmental values."

-HUGO BOSS, 2014

Environmental Degradation Throughout the Supply Chain

The fur production process is highly detrimental to the environment and humans. Due to the high concentration of animals on fur factory farms, waste runoff pollutes the soil and waterways, and during the tanning and dying process, various carcinogenic chemicals, like chromium and formaldehyde, are used and can be extremely toxic to the environment and hazardous to human health. In fact, Italy's Ministry of Health ordered several children's garments with fur trim to be pulled from shelves due to the presence of residual chemicals. Not to mention animals caught with traps in the wild may include threatened and endangered species such as the gray wolf, lynx and bald eagle, and many other non-target animals including pets.

Times Are Changing

Consumers' growing interest in animal welfare is leading apparel companies and legislators to reconsider real animal fur like never before. Just this year alone, Yoox Net-a-Porter, VF Corp. and Burlington Coat Factory joined Armani and Hugo Boss in announcing fur free policies, Berkley, California joined West Hollywood by banning fur sales, and new polling found that a majority of Massachusetts voters think selling fur should be *illegal* statewide. Also, because of its association with animal cruelty, Germany, Belgium, Czech Republic and Croatia have taken steps to ban fur farming, and India banned fur imports.

"[YOOX Net-a-Porter] publicly distancing itself from fur appears to be a rather 'riskless' move, one that stands to build significant goodwill in the eyes of anti-fur and other ethically-minded consumers, which may land it a whole new slew of consumers."

-The Fashion Law, 2017

Beverly Hills can take a leadership role in the fight against this unnecessary and cruel trade by banning fur sales.

Beverly Hills fur sales ban: How changing attitudes can lead to financial opportunities

After Gucci's recent fur-free announcement, it's becoming increasingly evident that consumers are choosing to support companies that are more socially responsible by seeking animal-friendly alternatives and moving away from products associated with animal cruelty, like fur. When online luxury giant, Yoox Net-a-Porter (YNAP), announced its fur-free policy earlier this year, [Fashion Law](#) said:

"YNAP publicly distancing itself from fur appears to be a rather risk-less move, one that stands to build significant goodwill in the eyes of anti-fur and other ethically-minded consumers, which may land it a whole new slew of consumers. In short: It will be good for business."

According to [The Humane Society of the US](#), "in the case of Net-a-Porter, the company looked into every animal welfare certification standard and marketing program the fur trade had to offer – leading the company to realize that the industry is too self-regulated and nontransparent, and that there is no decent way to keep wild animals in cages for their entire lives. This sentiment continues to grow within the fashion industry as more companies decide to mitigate risks associated with animal abuse issues by eliminating fur from their products. Please consider the following:

Fashion brands are responding to consumers' changing attitudes towards animal welfare:

-) [Gucci](#) banned fur last month saying, "Do you think using furs today is still modern? I don't think it's still modern and that's the reason why we decided not to do that. It's a little bit outdated... Creativity can jump in many different directions instead of using furs."
-) Gucci worked with a "shadow committee" of millennials under 30 years old who meets with CEO, Marco Bizzarri, periodically. Gucci's fur-free announcement likely had its roots in this committee. "'It's a little bit outdated,' Bizzarri said of fur at the time, and the man should know. He has a shadow committee of cool kids at his disposal." [W Magazine](#) (10/27/17)
-) YOOX Net-a-Porter banned fur in June after surveying more than 25,000 clients (including those who spend more than \$1 million on its sites every year) and finding that a majority wanted YNAP to end its fur sales. [NY Times](#) (6/9/17)
-) [Armani](#) banned fur in 2016 saying, "Technological progress made over the years allows us to have valid alternatives at our disposal that render the use of cruel practices unnecessary as regards animals."
-) [HUGO BOSS](#) banned fur in 2015 saying, "Contemporary customers are part of a generation which is re-evaluating their ethical and environmental values."
-) The following companies are located in Beverly Hills and are already [fur free](#): a pea in the pod, All Saints, BHLDN, Club Monaco, Emporio Armani, Escada, GAP, Giorgio Armani, G Star Raw, Gucci, Guess, Hugo Boss, Intermix, James Perse, Lacoste, Levi's, Lucky Brand, lululemon, Ralph Lauren, St. John Boutique and The North Face.

Finance industry supports animal welfare:

-) Citigroup concludes that “headline risks” endangering companies include “concerns over animal cruelty.”
-) “In the case of animal welfare,” reports the World Bank’s International Finance Corporation, “failure to keep pace...could put companies and their investors at a competitive disadvantage.”
-) Glass Lewis reports: a company “should consider its exposure to regulatory, legal and reputational risk due to its animal welfare policies and practices.”
-) Northern Trust reports that at companies in which it invests, it “generally votes for proposals requesting increased disclosure or reporting regarding animal treatment issues that may impact a company’s operations and products.”
-) ING refers to animal abuse as an important matter, and has issued a policy requiring companies it invests in to meet certain animal welfare criteria.

Fur supply chains continue to have problems with animal welfare, transparency and self-regulation:

-) Sao Paolo, Brazil and West Hollywood and Berkeley, California have made it illegal to sell fur, and recent polling found that a majority of Massachusetts voters think selling fur should be illegal statewide. Israel is discussing a bill that would make it first country in the world to ban fur sales.
-) India has banned fur imports, and UK, Austria, Slovenia, Luxembourg, Germany, Belgium, The Netherlands, Czech Republic and Croatia have essentially [banned fur farming](#).
-) [The US Library of Congress](#) released a report showing that more than 100 countries have banned or heavily restricted leghold traps used to catch wild animals for the fur trade. California has already banned steel-jawed leghold traps and trapping for commercial purposes.
-) Advertising standards committees in the UK, Denmark, Holland, Finland and Italy have ruled that advertising fur as environmentally friendly is “false and misleading.”

Faux fur and innovation replaces the old:

-) The demand for ethical products is leading to new faux fur companies in the marketplace. This fall, former fur industry employees have launched new faux fur companies – Pelush, House of Fluff and Maison Atia – garnering tons of top fashion press.
-) [According to new research](#), consumers are becoming more ethically conscious of what they wear. Searches for “fur” saw a 40 per cent decrease in searches for August year-on-year, whilst searches for “faux fur” have increased 17 per cent in the same period. September 2017, in fact, searches for “faux fur” saw a staggering 57 per cent increase.
-) “At the wholesale level, sales of fake fur reached \$250 million in the United States [in 2010] and those sales are expected to increase by 30% over the next two years, according to Pell Research, a Washington, D.C., firm that identifies new markets and trends for major companies. ‘The fur trend in the U.S. is toward fake.’” [LA Times](#) (8/28/11)

-) Supermodel, Gisele Bündchen, said, “So happy that @vogueparis dedicated this issue to animal protection, sending a strong message that wearing real fur is never an option!! All great designers now do beautiful #fakefur.” [Instagram](#) (7/8/17)
-) Fashion Tech Lab, a venture that funds and develops new technologies in sustainable fashion and wearable technologies, has funded Vitro Labs, a company that is developing lab-grown variations of fur and leather from stem cells. [NY Times](#) (11/12/17)

Simple awareness is ushering in a new wave of consumers who support socially responsible companies and ethical goods, which is also leading to the decline of products associated with animal cruelty, like real animal fur. In light of this, it's reasonable that a Beverly Hills fur sales ban will not put the city at a substantial financial risk, but rather position it to be a haven for innovation and ethically-minded consumers.

**Beverly Hills can join fashion and finance leaders in shedding fur
and embracing business operations with a heart**

The public is deeply concerned about animal welfare, and that includes stopping the needless and inhumane killing of wild animals for their fur.

Today, it is no longer a sacrifice to forswear fur because there are alternative fabrics that have the look and warmth of fur. In short, technology has closed the gap on functionality, and now we have the choice of equivalent products, including one that has no animal cruelty associated with it.

Major fashion houses and designers agree that fur is archaic and alternatives exist

“Technology is now available that means you don't need to use fur,” announced Gucci CEO Marco Bizzarri, who announced his luxury brand will cease any use of fur. “The alternatives are luxurious. There is just no need,”.

“We want to use these products to inspire the present generation and especially the next generation with a new kind of luxury,” announced Hugo Boss when it decided to go fur free.

"Fur? I am out of that," said Donatella Versace. "I don't want to kill animals to make fashion. It doesn't feel right."

Jimmy Choo, Michael Kors, Diane Von Furstenberg, Vivienne Westwood, John Galiano, DKNY, Armani, Tommy Hilfiger, Ralph Lauren, Calvin Klein, Furla, and online high-fashion retailer Yoox/Net-a-Porter have also committed to fur free. Selfridges Department store in London has been fur free for years. InStyle Magazine no longer create editorials with fur nor do they accept advertising with fur products. Vogue Paris dedicated it's August 2017 issue to animal protection and only featured faux fur.

More states and locales are adopting public policies against fur

West Hollywood banned the sale of fur, and Berkley and San Francisco followed. Los Angeles City Councilmember Bob Blumenfield recently introduced a motion to ban fur.

"The sale of fur products in San Francisco is inconsistent with the City's ethos of treating all living beings. humans and animals alike. with kindness," announced San Francisco officials. "In light of the wide array of faux fur and other alternatives for fashion and apparel. the demand for fur products does not justify the unnecessary killing and cruel treatment of animals."

The following companies are located in Beverly Hills and are already [fur free](#): a pea in the pod, All Saints, BHLDN, Club Monaco, Emporio Armani, Escada, GAP, Giorgio Armani, G Star Raw, Gucci, Guess, Hugo Boss, Intermix, James Perse, Lacoste, Levi's, Lucky Brand, lululemon, Ralph Lauren, St. John Boutique and The North Face.

There are four business in Beverly Hills 90211 that exclusively sell fur (who also clean and store fur). They are: Flier Furs, Inc. 8950 W Olympic Blvd #215; David Appel Furs 353 Robertson Blvd., Dicker and Dicker of Beverly Hills 215 S Robertson Blvd, ; and Edward-Lowell Furs 8712 Wilshire Blvd, Beverly Hills

The legislation should include a “phase out” provision for these furriers. The companies can start the process of selling off their inventory of fur, selling faux fur garments, or making other necessary adjustments.

There really is no decent or humane way to keep wild animals in cages for their entire lives. What’s more the use of steel-jawed leghold traps and wire snares are demonstrably inhumane. California voters banned cruel traps by statewide ballot initiative in 1998, and more recently the state ended the killing of bobcats for their fur. If California won’t tolerate this kind of treatment of wild animals in its natural areas, it should indirectly bless this conduct by selling fur products that come from precisely the same inhumane methods.

It is now a global movement. India has banned fur imports, and United Kingdom, Austria, Slovenia, Luxembourg, Germany, Belgium, The Netherlands, Czech Republic and Croatia have essentially [banned fur farming](#).

Simple awareness is shaping consumer attitudes, which are decidedly moving away from any product associated with animal cruelty. Technology is giving consumers new options that allow them to act on their values. It’s foresighted for Beverly Hills to phase out fur sales and position the city as a leader in innovation and in the principles of a humane economy.

Attachment 5

Gucci Going Fur-Free Starting With Spring 2018 Season

12:03 PM PDT 10/11/2017 by Stephanie Chan, Hollywood Reporter

) [FACEBOOK](#)
) [TWITTER](#)
) [EMAIL ME](#)
) [COMMENTS](#)



Getty Images

Marco Bizzarri, president and CEO of Gucci, made the announcement Wednesday.

Gucci is going fur-free.

Marco Bizzarri, president and CEO of Gucci, announced Wednesday at the annual Kering Talk at London College of Fashion that the Italian fashion house is going to stop producing fur. Gucci joins the Fur Free Alliance in eliminating animal fur from the spring 2018 collection and onwards.

Gucci's fur-free decision is part of the company's new 10-year "Culture of Purpose" sustainability plan, which also includes the house's commitment to contribute 1 million euros as a founding partner of UNICEF's Girls' Empowerment Initiative. The announcement falls on the same day as International Day of the Girl.

"Our new 10-year 'Culture of Purpose' sustainability plan has three principal focuses: the Environment, Humanity and New Models," stated Bizzarri, who adds that the plan

demonstrates the company's "absolute commitment to making sustainability an intrinsic part of our business."

Bizzarri also noted that the plan is a vision he shares with creative director Alessandro Michele, stating, "In selecting a new creative director I wanted to find someone who shared a belief in the importance of the same values. I sensed that immediately on meeting Alessandro for the first time. Together, by committing to a culture of purpose, taking responsibility and encouraging respect, inclusivity and empowerment, we want to create the necessary conditions for a progressive approach to sustainability."

As part of the "Culture of Purpose" plan, Gucci states that it is committed to reducing its environmental impact; dedicated to enhancing the lives of the people who make its products as well as supporting communities; and devoted to applying technical innovation to improve efficiency in its production and logistics.

Armani [announced](#) in 2016 that it was going fur-free, and the Yoox Net-a-Porter Group — Net-a-Porter, Mr. Porter, The Outnet and Yoox — also [said](#) this year that it would no longer sell fur products on its e-commerce platforms.

The announcement comes on the heels of the brand [receiving the Green Carpet Fashion award](#) for sustainable innovation.

In 2008, PETA [slammed](#) Gucci for selling seal-fur boots in Russia.

"After more than 20 years of PETA protests against Gucci's kangaroo-fur loafers and seal-fur boots, Gucci has finally pledged to join Armani, Ralph Lauren, and Stella McCartney in the ranks of fur-free fashion houses," PETA president Ingrid Newkirk said in a statement following the house's announcement. "The writing was on the wall: Today's shoppers don't want to wear the skins of animals who were caged, then electrocuted or bludgeoned to death. Until all animal skins and coats are finally off the racks of clothing stores worldwide, PETA will keep up the pressure on the clothing and fashion industry."

4:05 p.m. Wednesday, Oct. 11: Updated with a statement from PETA

Item 11



CITY OF BEVERLY HILLS
POLICY AND MANAGEMENT

MEMORANDUM

TO: City Council Liaison/Legislative/Lobby Committee
FROM: Cindy Owens, Senior Management Analyst
DATE: June 18, 2018
SUBJECT: Discuss Potential Avenues for Legislation Regarding Street Racing
ATTACHMENT: 1. Vehicle Code 23109

INTRODUCTION

Street racing in cities across California is a concern due to the risk of injury to non-participants and participants. Additionally, there are public safety concerns due to the amount of observers attracted to these events, especially when publicized in advance of the street race on social media.

This item requests the Legislative/Lobby Liaisons consider providing direction to staff in further regulating street racing in Beverly Hills and advocating for more stringent state penalties.

DISCUSSION

California street racing is defined as a "speed contest" and is illegal and punishable by law. A speed contest is defined as a race of a vehicle against another vehicle or a clock. Street racing laws in California include all forms of speed racing, drag racing or drifting, and any exhibitions of speed which threatens the public safety.

Street Racing Statistics

According to the LA Times, since 2000, there have been 179 deaths in Los Angeles County where street racing was suspected as the cause of the accident. The deadliest year on record was 2007, with 18 fatal crashes. From January 1, 2015 to December 31, 2017, there were a total of 38 fatalities where street racing was implicated in the cause of death.

Overall, 47 percent of fatalities are the suspected racer, 27 percent are the passenger, 14 percent are an uninvolved motorist, 6 percent are pedestrians, and 5 percent are spectators.

From July 2016 to July 2017, the CHP recorded nearly 700 racing incidents in Los Angeles County. Those races involved roughly 17,000 vehicles and 22,000 people, according to the CHP data.

Where Are Street Racing Deaths Happening

Deaths have occurred all across L.A. County, with the biggest concentration in the small city of Commerce.



Sources: CHP, L.A. County coroner, LAPD, LASD, LA Times analysis

Penalties for Street Racing

Engaging in a street race in California is considered a misdemeanor. Penalties may include:

-) Minimum of 1 day and up to 90 days in county jail,
-) Fine of \$355 to a maximum of \$1000,
-) 40 hours of community service,
-) Suspension or restriction of the person's driver's license from 90 days to 6 months, and/or
-) Impound of the vehicle for up to 30 days.

Additionally, should the someone be injured during the street race, penalties may increase including:

-) An increase in jail time from 30 days to 6 months and
-) The minimum fine increasing to \$500. Should someone be seriously injured the sentence.

Spectators may also be cited under California law.

FISCAL IMPACT

There is no anticipated fiscal impact related to this item.

RECOMMENDATION

This item recommends the Legislative/Lobby Liaisons discuss potential avenue for legislation regarding street racing.

Attachment 1

State of California

VEHICLE CODE

Section 23109

23109. (a) A person shall not engage in a motor vehicle speed contest on a highway. As used in this section, a motor vehicle speed contest includes a motor vehicle race against another vehicle, a clock, or other timing device. For purposes of this section, an event in which the time to cover a prescribed route of more than 20 miles is measured, but where the vehicle does not exceed the speed limits, is not a speed contest.

(b) A person shall not aid or abet in any motor vehicle speed contest on any highway.

(c) A person shall not engage in a motor vehicle exhibition of speed on a highway, and a person shall not aid or abet in a motor vehicle exhibition of speed on any highway.

(d) A person shall not, for the purpose of facilitating or aiding or as an incident to any motor vehicle speed contest or exhibition upon a highway, in any manner obstruct or place a barricade or obstruction or assist or participate in placing a barricade or obstruction upon any highway.

(e) (1) A person convicted of a violation of subdivision (a) shall be punished by imprisonment in a county jail for not less than 24 hours nor more than 90 days or by a fine of not less than three hundred fifty-five dollars (\$355) nor more than one thousand dollars (\$1,000), or by both that fine and imprisonment. That person shall also be required to perform 40 hours of community service. The court may order the privilege to operate a motor vehicle suspended for 90 days to six months, as provided in paragraph (8) of subdivision (a) of Section 13352. The person's privilege to operate a motor vehicle may be restricted for 90 days to six months to necessary travel to and from that person's place of employment and, if driving a motor vehicle is necessary to perform the duties of the person's employment, restricted to driving in that person's scope of employment. This subdivision does not interfere with the court's power to grant probation in a suitable case.

(2) If a person is convicted of a violation of subdivision (a) and that violation proximately causes bodily injury to a person other than the driver, the person convicted shall be punished by imprisonment in a county jail for not less than 30 days nor more than six months or by a fine of not less than five hundred dollars (\$500) nor more than one thousand dollars (\$1,000), or by both that fine and imprisonment.

(f) (1) If a person is convicted of a violation of subdivision (a) for an offense that occurred within five years of the date of a prior offense that resulted in a conviction of a violation of subdivision (a), that person shall be punished by imprisonment in a

county jail for not less than four days nor more than six months, and by a fine of not less than five hundred dollars (\$500) nor more than one thousand dollars (\$1,000).

(2) If the perpetration of the most recent offense within the five-year period described in paragraph (1) proximately causes bodily injury to a person other than the driver, a person convicted of that second violation shall be imprisoned in a county jail for not less than 30 days nor more than six months and by a fine of not less than five hundred dollars (\$500) nor more than one thousand dollars (\$1,000).

(3) If the perpetration of the most recent offense within the five-year period described in paragraph (1) proximately causes serious bodily injury, as defined in paragraph (4) of subdivision (f) of Section 243 of the Penal Code, to a person other than the driver, a person convicted of that second violation shall be imprisoned in the state prison, or in a county jail for not less than 30 days nor more than one year, and by a fine of not less than five hundred dollars (\$500) nor more than one thousand dollars (\$1,000).

(4) The court shall order the privilege to operate a motor vehicle of a person convicted under paragraph (1), (2), or (3) suspended for a period of six months, as provided in paragraph (9) of subdivision (a) of Section 13352. In lieu of the suspension, the person's privilege to operate a motor vehicle may be restricted for six months to necessary travel to and from that person's place of employment and, if driving a motor vehicle is necessary to perform the duties of the person's employment, restricted to driving in that person's scope of employment.

(5) This subdivision does not interfere with the court's power to grant probation in a suitable case.

(g) If the court grants probation to a person subject to punishment under subdivision (f), in addition to subdivision (f) and any other terms and conditions imposed by the court, which may include a fine, the court shall impose as a condition of probation that the person be confined in a county jail for not less than 48 hours nor more than six months. The court shall order the person's privilege to operate a motor vehicle to be suspended for a period of six months, as provided in paragraph (9) of subdivision (a) of Section 13352 or restricted pursuant to subdivision (f).

(h) If a person is convicted of a violation of subdivision (a) and the vehicle used in the violation is registered to that person, the vehicle may be impounded at the registered owner's expense for not less than one day nor more than 30 days.

(i) A person who violates subdivision (b), (c), or (d) shall upon conviction of that violation be punished by imprisonment in a county jail for not more than 90 days, by a fine of not more than five hundred dollars (\$500), or by both that fine and imprisonment.

(j) If a person's privilege to operate a motor vehicle is restricted by a court pursuant to this section, the court shall clearly mark the restriction and the dates of the restriction on that person's driver's license and promptly notify the Department of Motor Vehicles of the terms of the restriction in a manner prescribed by the department. The Department of Motor Vehicles shall place that restriction in the person's records in the Department of Motor Vehicles and enter the restriction on a license subsequently

issued by the Department of Motor Vehicles to that person during the period of the restriction.

(k) The court may order that a person convicted under this section, who is to be punished by imprisonment in a county jail, be imprisoned on days other than days of regular employment of the person, as determined by the court.

(l) This section shall be known and may be cited as the Louis Friend Memorial Act.

(Amended (as amended by Stats. 2011, Ch. 15, Sec. 611) by Stats. 2011, Ch. 39, Sec. 64. (AB 117) Effective June 30, 2011. Operative October 1, 2011, pursuant to Secs. 68 and 69 of Ch. 39.)