

CITY of LAGUNA WOODS CITY COUNCIL AGENDA

Regular Meeting
Wednesday, October 18, 2017
2:00 p.m.

Laguna Woods City Hall
24264 El Toro Road
Laguna Woods, California 92637

Shari L. Horne
Mayor

Carol Moore
Mayor Pro Tem

Cynthia Conners
Councilmember



Noel Hatch
Councilmember

Joe Rainey
Councilmember

Welcome to a meeting of the Laguna Woods City Council!

This meeting may be recorded, televised, and made publically available.

Public Comments: Persons wishing to address the City Council are requested to complete and submit a speaker card to City staff. Speaker cards are available near the entrance to the meeting location. Persons wishing to address the City Council on an item appearing on this agenda will be called upon at the appropriate time during the item's consideration. Persons wishing to address the City Council on an item *not* appearing on the agenda will be called upon during the "Public Comments" item. Persons who do not wish to submit a Speaker Card, or who wish to remain anonymous, may indicate their desire to speak from the floor. Speakers are requested, but not required, to identify themselves.

Americans with Disabilities Act (ADA): It is the intention of the City to comply with the ADA. If you need assistance to participate in this meeting, please contact either the City Clerk's Office at (949) 639-0500/TTY (949) 639-0535 or the California Relay Service at (800) 735-2929/TTY (800) 735-2922. The City requests at least two business days' notice in order to effectively facilitate the provision of reasonable accommodations.

REGULAR MEETING SCHEDULE

The Laguna Woods City Council regularly meets on the third Wednesday of each month at 2 p.m.

AGENDA POSTING AND AVAILABILITY

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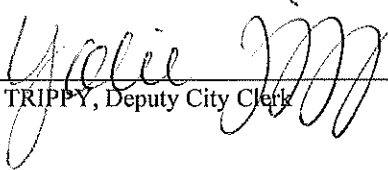
FOR ADDITIONAL INFORMATION

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AFFIDAVIT OF POSTING

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, Yolie Trippy, Deputy City Clerk, City of Laguna Woods, hereby certify under penalty of perjury that this agenda was posted at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City's website (www.cityoflagunawoods.org); and, at other locations designated by Resolution No. 17-30, pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act.


YOLIE TRIPPY, Deputy City Clerk

10-13-17
Date

I. CALL TO ORDER

II. ROLL CALL

III. PLEDGE OF ALLEGIANCE

IV. PRESENTATIONS AND CEREMONIAL MATTERS

4.1 Laguna Woods History Center – 40th Anniversary

Recommendation: Approve and present the commendation.

4.2 Amateur Radio Appreciation Month – October 2017

Recommendation: Approve and present the proclamation.

4.3 Domestic Violence Awareness Month – October 2017

Recommendation: Approve and present the proclamation.

V. PUBLIC COMMENTS

About Public Comments: This is the time and place for members of the public to address the City Council on items *not* appearing on this agenda. Pursuant to State law, the City Council is unable to take action on such items, but may engage in brief discussion, provide direction to City staff, or schedule items for consideration at future meetings.

VI. CONSENT CALENDAR

About the Consent Calendar: All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, City staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

6.1 City Council Minutes

Recommendation: Approve the City Council meeting minutes for the regular meeting on September 20, 2017.

6.2 City Treasurer's Report

Recommendation: Receive and file the City Treasurer's Report for the month of September 2017.

6.3 Warrant Register

Recommendation: Approve the warrant register dated October 18, 2017 in the amount of \$770,754.21.

6.4 Fiscal Year 2016-17 Budget Adjustments

Recommendation: Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEAR 2016-17 BUDGET COMMENCING JULY 1, 2016 AND ENDING JUNE 30, 2017 TO INCREASE APPROPRIATIONS FOR THE GENERAL FUND, BEVERAGE CONTAINER RECYCLING FUND, AND USED OIL PAYMENT PROGRAM FUND; AUTHORIZE TRANSFERS FROM THE BEVERAGE CONTAINER RECYCLING FUND AND USED OIL PAYMENT PROGRAM FUND TO THE GENERAL FUND; AND, AUTHORIZE TRANSFERS FROM THE GENERAL FUND TO THE MEASURE M1 FUND AND THE COMMUNITY DEVELOPMENT BLOCK GRANT FUND

6.5 Permitting Software

Recommendation: Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AWARDING AND AUTHORIZING THE CITY MANAGER'S EXECUTION OF SOLE SOURCE AGREEMENTS WITH TYLER TECHNOLOGIES, INC. FOR THE IMPLEMENTATION AND ON-GOING SUPPORT AND MAINTENANCE OF ENERGOV SOFTWARE FOR PERMITTING, SUBJECT TO

APPROVAL AS TO FORM BY THE CITY ATTORNEY

6.6 Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)

Recommendation:

1. Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO GENERAL FUND, CAPITAL PROJECTS FUND, AND FUEL TAX FUND APPROPRIATIONS FOR THE PAVEMENT MANAGEMENT PLAN PROJECT (WESTBOUND EL TORO ROAD BETWEEN AVENIDA SEVILLA AND PASEO DE VALENCIA), INCLUDING ADDITIONAL SIDEWALK REPAIRS ON EL TORO ROAD AND PAVEMENT WORK AT CITY HALL

AND

2. Approve the “Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)” design plans and specifications as recommended by the City Engineer/City Traffic Engineer, inclusive of the addition of sidewalk repairs on El Toro Road and pavement work at City Hall to the scope of work.

AND

3. Award a contract agreement to Hardy & Harper, Inc. for the construction of the “Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)”, in the amount of \$222,000, plus authorized

change orders not to exceed 10% of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

6.7 Quitclaim Deed for Landscape and Scenic Preservation Easements

Recommendation: Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, APPROVING AND ACCEPTING A QUITCLAIM DEED FOR THE CONVEYANCE OF REAL PROPERTY FROM THE COUNTY OF ORANGE RELATED TO LANDSCAPE AND SCENIC PRESERVATION EASEMENTS, WHICH ARE DESCRIBED AS PARCELS Z21-509 AND OS57Q-102 IN THE EASEMENT DEED RECORDED ON SEPTEMBER 10, 1996 AS INSTRUMENT NO. 19960461067 IN THE OFFICE OF THE COUNTY OF ORANGE RECORDER, AND WHICH ARE LOCATED IN THE GENERAL VICINITY OF THE SOUTHWEST CORNER OF THE INTERSECTION OF MOULTON PARKWAY AND EL TORO ROAD IN LAGUNA WOODS, CA 92637, AND AUTHORIZING THE MAYOR TO ACCEPT AND CONSENT TO THE QUITCLAIM DEED IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 27281

VII. PUBLIC HEARINGS

7.1 Smoking and Tobacco Sales Regulations

Recommendation:

1. Receive staff report.

AND

2. Open public hearing.

AND

3. Receive public testimony.

AND

4. Close public hearing.

AND

5. Approve the introduction and first reading of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING CHAPTER 7.16 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE REGULATION AND PROHIBITION OF SMOKING, AND AMENDING SECTIONS 13.06.010, 13.08.010, 13.10.020, 13.12.020, AND 13.13.020 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE SALE OF AND ZONING FOR TOBACCO AND CIGARETTES

AND

6. Disband the Ad Hoc Smoking & Tobacco Sales Regulations Update Committee (Mayor Horne and Councilmember Rainey).

VIII. CITY COUNCIL BUSINESS

8.1 “A Place for Paws” Dog Park

Recommendation:

1. Approve a memorandum of understanding with the Golden Rain Foundation of Laguna Woods to allow for the City’s operation and maintenance of a dog park along Ridge Route Drive and authorize the Mayor to execute the memorandum of

understanding, subject to approval as to form by the City Attorney.

AND

2. Direct the Mayor to call a special meeting of the City Council following October 31, 2017 to consider the interim status of “A Place for Paws” Dog Park, if Third Laguna Hills Mutual has not by then indicated its consent to the temporary operation and maintenance of the Dog Park in its existing location.

AND

3. Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO CAPITAL IMPROVEMENT PROJECTS, THE ADDITION OF A NEW “A PLACE FOR PAWS” DOG PARK RELOCATION PROJECT, AND RELATED GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS

AND

4. Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE SEVEN-YEAR CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2017-18 THROUGH 2023-24 IN CONFORMANCE WITH MEASURE M2 AND ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 REQUIREMENTS

8.2 Speed Limits on City Streets

Recommendation: Approve the introduction and first reading of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE ADOPTION AND ESTABLISHMENT OF SPEED LIMITS ON EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING AN INCREASED SPEED LIMIT ON EL TORO ROAD BETWEEN AVENIDA SEVILLA AND PASEO DE VALENICA, AND RE-ADOPTION AND RE-ESTABLISHMENT OF OTHER EXISTING SPEED LIMITS

8.3 Local Hazard Mitigation Plan Update

Recommendation: Provide input to staff regarding the Local Hazard Mitigation Plan Update significant work plan item.

8.4 City Council Meeting Schedule

Recommendation: Approve modifications to the City Council meeting schedule for Fiscal Year 2017-18.

IX. CITY COUNCIL REPORTS AND COMMENTS

About City Council Comments and Reports: This is the time and place for members of the City Council to provide reports on meetings attended including, but not limited to, meetings of regional boards and entities to which they have been appointed to represent the City and meetings attended at the expense of the City pursuant to California Government Code Section 53232.3. Members of the City Council may also make other comments and announcements.

9.1 Coastal Greenbelt Authority

Councilmember Connors; Alternate: Mayor Horne

9.2 Orange County Fire Authority

Councilmember Hatch

- 9.3 Orange County Library Advisory Board
Mayor Pro Tem Moore; Alternate: Mayor Horne
- 9.4 Orange County Mosquito and Vector Control District
Mayor Horne
- 9.5 San Joaquin Hills Transportation Corridor Agency
Councilmember Conners; Alternate: Mayor Pro Tem Moore
- 9.6 South Orange County Watershed Management Area
Mayor Pro Tem Moore; Alternate: Councilmember Hatch
- 9.7 Other Comments and Reports

X. CLOSED SESSION

XI. CLOSED SESSION REPORT

XII. ADJOURNMENT

Next Regular Meeting: Wednesday, November 15, 2017 at 2 p.m.
Laguna Woods City Hall
24264 El Toro Road, Laguna Woods, California 92637

4.1
COMMENDATION –
LAGUNA WOODS HISTORY CENTER –
40TH ANNIVERSARY

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Certificate of Commendation
City of Laguna Woods
Laguna Woods History Center
40th Anniversary

WHEREAS, the Laguna Woods History Center was founded on October 24, 1977 by local residents, and has also been known as the Leisure World Historical Society and the Historical Society of Laguna Woods; and

WHEREAS, the purpose of the Laguna Woods History Center is to collect, conserve, and convey information, documentation, and artifacts related to the historical locale of Laguna Woods, as a public service, in perpetuity; and

WHEREAS, the Laguna Woods History Center understands that its focus on local history means “locale history” and requires documenting current events for subsequent research, while also recognizing broader historical influences; and

WHEREAS, the Laguna Woods History Center is an all-volunteer organization that operates to professional archival standards, including digital archiving, thanks to the dedication and commitment of its volunteers; and

WHEREAS, it is fitting to recognize and commemorate momentous anniversaries of clubs and organizations that provide services to Laguna Woods residents.

NOW, THEREFORE, BE IT RESOLVED that the Laguna Woods City Council does hereby congratulate the Laguna Woods History Center on the occasion of its 40th Anniversary.

Dated this 18th day of October, 2017

Shari L. Horne
Mayor

Attest: Yolie Trippy
Deputy City Clerk

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4.2

**PROCLAMATION –
AMATEUR RADIO APPRECIATION MONTH –
OCTOBER 2017**

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**Proclamation
City of Laguna Woods
Amateur Radio Appreciation Month
October 2017**

WHEREAS, in times of crisis that render other forms of communication unavailable, amateur radio operators help to relay critical emergency information; and

WHEREAS, amateur radio operators, both in Laguna Woods and around the globe, have a long-standing tradition of supporting their communities, responding to emergencies, and training the next generation of communications volunteers; and

WHEREAS, the members of the Laguna Woods Radio Amateur Civil Emergency Service (RACES) have volunteered countless hours to train and participate in emergency drills and other communications operations in the city; and

WHEREAS, Laguna Woods RACES participates in an annual Field Day exercise, twice annual City-County exercises, monthly countywide radio tests, and other activities; and

WHEREAS, in October 2017, Laguna Woods RACES participated in an emergency radio drill to test the readiness of amateur radio operators to respond in a major disaster, and will also provide radio support for Great California ShakeOut activities.

NOW, THEREFORE, BE IT RESOLVED that the Laguna Woods City Council does hereby proclaim October 2017 as “Amateur Radio Appreciation Month” in the City of Laguna Woods and recognizes the contributions that the members of Laguna Woods RACES and other radio operators make to the city, county, and country as whole.

Dated this 18th day of October, 2017

Shari L. Horne
Mayor

Attest: Yolie Trippy
Deputy City Clerk

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4.3
PROCLAMATION –
DOMESTIC VIOLENCE AWARENESS MONTH –
OCTOBER 2017

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Proclamation
City of Laguna Woods
Domestic Violence Awareness Month
October 2017

WHEREAS, domestic violence, which is also known as intimate partner violence, includes patterns of abusive behavior used by a partner to assert power or control over a person to whom they are married, living with, or dating; and

WHEREAS, domestic violence takes many forms, including physical and sexual harm, threats, intimidation, emotional abuse, economic deprivation, and other fear-inducing actions, often with several of those actions occurring in the same situation; and

WHEREAS, domestic violence transcends all personal attributes and circumstances to affect individuals regardless of race, ethnicity, nationality, religion, age, gender, sexual orientation, education, economic position, or socioeconomic background; and

WHEREAS, there are a variety of supportive resources available to those affected either directly or indirectly by domestic violence, including the Orange County Sheriff's Department and the National Domestic Violence Hotline; and

WHEREAS, while identifying and stopping domestic violence is often difficult and requires professional intervention, it is incumbent on individuals to be observant and report actual or suspected domestic violence to the appropriate authorities.

NOW, THEREFORE, BE IT RESOLVED that the Laguna Woods City Council does hereby proclaim October 2017 as "Domestic Violence Awareness Month" in the City of Laguna Woods and encourages individuals to help create a violence-free community.

Dated this 18th day of October, 2017

Shari L. Horne
Mayor

Attest: Yolie Trippy
Deputy City Clerk

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6.1-6.7
CONSENT CALENDAR SUMMARY

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 18, 2017 Regular Meeting
SUBJECT: Consent Calendar Summary

Recommendation

Approve all proposed actions on the October 18, 2017 Consent Calendar by single motion and City Council action.

Background

All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

Summary

The October 18, 2017 Consent Calendar contains the following items:

- 6.1 Approval of the City Council meeting minutes for the regular meeting on September 20, 2017.
- 6.2 Approval of a motion to receive and file the City Treasurer's Report for the month of September 2017.
- 6.3 Approval of the warrant register dated October 18, 2017 in the amount of \$770,754.21. A list of warrants is included in the agenda packet; detailed information about individual warrants is available at City Hall.

- 6.4 Approval of a resolution amending and adopting the Fiscal Year 2016-17 Budget commencing July 1, 2016 and ending June 30, 2017 to increase appropriations for the General Fund, Beverage Container Recycling Fund, and Used Oil Payment Program Fund; authorize transfers from the Beverage Container Recycling Fund and Used Oil Payment Program Fund to the General Fund; and, authorize transfers from the General Fund to the Measure M1 Fund and the Community Development Block Grant Fund. The proposed budget adjustments are necessary for the reasons set forth in the resolution, which generally relate to 1) increasing appropriations and authorizing transfers to resolve past issues related to fund balance and expenditures in several funds, and 2) completing the closure of the Measure M1 Fund as previously directed by Resolution No. 17-14.
- 6.5 Approval of a resolution awarding and authorizing the City Manager's execution of sole source agreements with Tyler Technologies, Inc. for the implementation and on-going support and maintenance of Energov software for permitting, subject to approval as to form by the City Attorney. The proposed agreements would advance the Permitting Software significant work plan item that is included in the Fiscal Years 2017-19 Budget & Work Plan. While the City's policies and practices are generally to solicit competitive proposals, staff believes that, in this case, the uniqueness of software and the critical need to maintain compatibility while minimizing software support and maintenance needs warrants a sole source award. Tyler Technologies, Inc. also provides the City's financial management software. Expenditures associated with the proposed agreement would not exceed established budget appropriations in any given fiscal year.
- 6.6 [1] Approval of a resolution amending and adopting the Fiscal Years 2017-19 Budget and Work Plan for Fiscal Year 2017-18 commencing July 1, 2017 and ending June 30, 2018, and Fiscal Year 2018-19 commencing July 1, 2018 and ending June 30, 2019, related to General Fund, Capital Projects Fund, and Fuel Tax Fund appropriations for the Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia), including additional sidewalk repairs on El Toro Road and pavement work at City Hall; [2] approval of the "Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)" design plans and specifications as recommended by the City Engineer/City Traffic Engineer, inclusive of the addition of sidewalk repairs on El Toro Road and pavement work at City Hall to the scope of work

(design plans and specifications are available at City Hall); and, [3] award of a contract agreement to Hardy & Harper, Inc. for the construction of the “Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)”, in the amount of \$222,000, plus authorized change orders not to exceed 10% of the base amount; and, authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

This project is included in the City’s Capital Improvement Program. Various additional work is proposed to be added to the scope of work based on emergent needs. Bids were invited from September 14 to October 5, 2017. Three bids were received (EBS Engineering, Hardy & Harper, Inc., and Palp, Inc. DBA Excel Paving) with Hardy & Harper, Inc. bidding the lowest cost. With bidding now complete, supplemental appropriations of \$44,830 from the Capital Projects Fund and \$60,662 from the Fuel Tax Fund (for a total amended project budget of \$262,992) are required for the project to be completed. The proposed supplemental appropriations would be accommodated using unassigned General Fund and Fuel Tax Fund balances.

- 6.7 Approval of a resolution approving and accepting a quitclaim deed for the conveyance of real property from the County of Orange related to landscape and scenic preservation easements, which are described as parcels Z21-509 and OS57Q-102 in the easement deed recorded on September 10, 1996 as Instrument No. 19960461067 in the office of the County of Orange Recorder, and which are located in the general vicinity of the southwest corner of the intersection of Moulton Parkway and El Toro Road in Laguna Woods, CA 92637, and authorizing the Mayor to accept and consent to the quitclaim deed in accordance with California Government Code Section 27281. The subject easements should have been, but were not, quitclaimed to the City, from the County of Orange, following the City’s incorporation. The proposed action would cause the easements to be conveyed to the City.

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6.1
CITY COUNCIL MINUTES

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**CITY OF LAGUNA WOODS CALIFORNIA
CITY COUNCIL MINUTES
REGULAR MEETING
September 20, 2017
2:00 P.M.
Laguna Woods City Hall
24264 El Toro Road
Laguna Woods, California 92637**

I. CALL TO ORDER

Mayor Horne called the Regular Meeting of the City Council of the City of Laguna Woods to order at 2:00 p.m.

II. ROLL CALL

COUNCILMEMBER: PRESENT: Connors, Hatch, Rainey, Moore, Horne
 ABSENT: -

STAFF PRESENT: City Manager Macon, City Attorney Cosgrove, Administrative
 Services Director/City Treasurer Cady, Deputy City Clerk Trippy

III. PLEDGE OF ALLEGIANCE

Jim McAleer led the flag salute.

IV. PRESENTATIONS AND CEREMONIAL MATTERS – None

4.1 World Alzheimer’s Awareness Month – September 2017

Jim McAleer, Alzheimer’s Orange County, made comments.

Councilmembers made comments.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Connors, and carried unanimously on a 5-0 vote, to approve and present the proclamation for World Alzheimer’s Awareness Month.

4.2 Citizenship Day & Constitution Week – September 17-23, 2017

Councilmembers made comments.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Rainey, and carried unanimously on a 5-0 vote, to approve and present the proclamation for Citizenship Day & Constitution Week.

4.3 National Adult Day Services Week – September 17-23, 2017

Mallory Vega, South County Adult Day Services, made comments.

Councilmembers made comments.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Conners, and carried unanimously on a 5-0 vote, to approve and present the proclamation for National Adult Day Services Week.

4.4 Fall Prevention Awareness Day – September 22, 2017

Councilmembers made comments.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Hatch, and carried unanimously on a 5-0 vote, to approve and present the proclamation for Fall Prevention Awareness Day.

Mayor Horne called for a brief recess.

The meeting was called back to order at 2:38 p.m.

V. PUBLIC COMMENT

Parry Sabahat, resident, expressed her concerns regarding noise from the City's dog park.

Mikelle Daily, South County Outreach, expressed appreciation to the City for the funding they received in years past. She provided an update on South County Outreach's current and upcoming activities.

Carmela Edgar, resident, requested that the City Council close the dog park.

Patty Wilson, resident, expressed her concerns regarding noise from the dog park.

VI. CONSENT CALENDAR

Moved by Councilmember Conners, seconded by Mayor Pro Tem Moore, and carried unanimously on a 5-0 vote, to approve Consent Calendar Items 6.1 – 6.8.

6.1 City Council Minutes

Approved the City Council meeting minutes for the special meeting on August 4, 2017, the special meeting on August 10, 2017, and the regular meeting on August 16, 2017.

6.2 City Treasurer's Report

Received and filed the City Treasurer's Report for the month of August 2017.

6.3 Warrant Register

Approved the warrant register dated September 20, 2017 in the amount of \$493,455.16.

6.4 Fiscal Year 2017-19 Budget and Work Plan

Approved resolutions entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018 AND ENDING JUNE 30, 2019, RELATED TO CAPITAL IMPROVEMENT PROJECTS, FUEL TAX FUND APPROPRIATIONS, ROAD MAINTENANCE AND REHABILITATION PROGRAM FUND APPROPRIATIONS, AND CAPITAL PROJECTS FUND APPROPRIATIONS

AND

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE SEVEN-YEAR CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2017-18 THROUGH 2023-24 IN COMFORMANCE WITH MEASURE M2 AND ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 REQUIREMENTS

6.5 Local Hazard Mitigation Plan Update

Authorized the expenditure of up to \$16,500 from the Fiscal Year 2017-18 General Fund City Council Contingency to fund services related to the Local Hazard Mitigation Plan Update significant work plan item.

6.6 Building Official Services

Approved an agreement with Willdan Engineering for building official services and authorized the City Manager to execute the agreement, subject to approval as to form by the City Attorney.

6.7 Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)

1. Approved the "Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)" design plans and specifications as recommended by the City Engineer.

AND

2. Awarded a contract agreement to David T. Wasden, Inc. for the construction of the “Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)”, in the amount of \$51,200, plus authorized change orders not to exceed 10% of the base amount; and authorized the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

6.8 Designated Posting Locations

Approved a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REPEALING RESOLUTION NO. 02-33 AND DESIGNATING POSTING LOCATIONS FOR AGENDAS FOR CITY COUNCIL AND OTHER MEETINGS AS REQUIRED BY CALIFORNIA GOVERNMENT CODE SECTION 54954.2

VII. PUBLIC HEARINGS – None

VIII. CITY COUNCIL BUSINESS

8.1 Contract Law Enforcement Cost and Efficiency Study

City Manager Macon made a presentation.

Councilmembers discussed the item and staff answered related questions.

Moved by Councilmember Rainey, seconded by Councilmember Connors, and carried unanimously on a 5-0 vote, to:

1. Approve the memorandum of understanding between the City of Mission Viejo and the cities of Aliso Viejo, Dana Point, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Stanton, Villa Park, and Yorba Linda for the Orange County Sheriff-Coroner Department’s Contract Law Enforcement Cost and Efficiency Study and authorize the City Manager to execute the memorandum of understanding, subject to approval as to form by the City Attorney.

AND

2. Authorize the expenditure of up to \$10,000 from the Fiscal Year 2017-18 General Fund City Council Contingency to fund the City’s participation in the Contract Law Enforcement Cost and Efficiency Study.

8.2 Smoking and Tobacco Sales Regulations

City Manager Macon made a presentation.

Councilmembers discussed the item and staff answered related questions.

8.3 Golden Rain Foundation General Plan Amendment Zoning Code Amendment, and Zone Changes for Urban Activities Center Properties (GPA/ZC-1169)

City Manager Macon made a presentation.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Connors, and carried unanimously on a 5-0 vote, to approve the second reading and adoption of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADDING SECTION 13.08.040 TO THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE ESTABLISHMENT OF A RESIDENTIAL COMMUNITY-MAINTENANCE ZONING OVERLAY, AND ADOPTING ZONE CHANGES RELATED TO THE GOLDEN RAIN FOUNDATION GENERAL PLAN AMENDMENT, ZONING CODE AMENDMENT, AND ZONE CHANGES FOR URBAN ACTIVITIES CENTER PROPERTIES (GPA/ZC-1169) PROJECT

8.4 Electric Vehicle Charging Stations Regulations

City Manager Macon made a presentation.

Councilmembers discussed the item and staff answered related questions.

Moved by Councilmember Rainey, seconded by Councilmember Connors, and carried unanimously on a 5-0 vote, to approve the second reading and adoption of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADDING CHAPTER 10.34 TO THE LAGUNA WOODS MUNICIPAL CODE RELATED TO AN EXPEDITED, STREAMLINED PERMITTING PROCESS FOR ELECTRIC VEHICLE CHARGING STATIONS

8.5 Wireless Facilities Regulations

City Manager Macon made a presentation.

Councilmembers discussed the item and staff answered related questions.

Moved by Mayor Pro Tem Moore, seconded by Councilmember Conners, and carried unanimously on a 5-0 vote, to approve the second reading and adoption of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 13.26.210
OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE
INSTALLATION AND MODIFICATION OF WIRELESS FACILITIES

IX. CITY COUNCIL REPORTS AND COMMENTS

9.1 Coastal Greenbelt Authority

Councilmember Conners stated that there had been no meeting since the last meeting.

9.2 Orange County Fire Authority

Councilmember Hatch provided a report.

Division Chief Jeff Adams briefly responded to the report.

Councilmembers briefly responded to the report.

9.3 Orange County Library Advisory Board

Mayor Pro Tem Moore stated that there had been no meeting since the last meeting.

9.4 Orange County Mosquito and Vector Control District

Mayor Horne provided a report.

9.5 San Joaquin Hills Transportation Corridor Agency

Councilmember Conners provided a report.

9.6 South Orange County Watershed Management Area

Mayor Pro Tem Moore provided a report.

9.7 Other Comments and Reports

Mayor Horne reported on a recent Senior Citizen Advisory Council meeting.

Councilmember Conners reported on a recent Veterans resource fair at Saddleback College that she attended with Mayor Pro Tem Moore.

Councilmembers briefly responded to the report.

Mayor Horne announced an upcoming Roxanna Todd Hodges Foundation event on stroke and dementia at City Hall on October 5, 2017.

Councilmember Rainey expressed his appreciation for the educational information that he has received since being appointed to the City Council.

X. CLOSED SESSION

- 10.1 The City Council met in closed session under the authority of California Government Code Section 54957(b)(1) to consider the following: Public Employee Performance Evaluation – City Manager

XI. CLOSED SESSION REPORT

The City Council reconvened in open session at 4:14 p.m. City Attorney Cosgrove stated that there was no reportable action under Government Code Section 54957.1.

XII. ADJOURNMENT

The meeting was adjourned at 4:14 p.m. The next regular meeting will be at 2:00 p.m. on Wednesday, October 18, 2017, at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

YOLIE TRIPPY, Deputy City Clerk

Adopted: October 18, 2017

SHARI L. HORNE, Mayor

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6.2 CITY TREASURER'S REPORT

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City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2017

ITEM 6.2

CASH AND INVESTMENTS

	Beginning Balances As of 8/31/17	Earnings & Receipts	Disbursements	Transfers & Other Adjustments	Ending Balances As of 9/30/17	% of Total Cash & Investment Balances	Maximum % Allowed per Investment Policy
Cash and Cash Equivalents							
Analyzed Checking Account (Note 4)	\$ 908,646	\$ 322,164	\$ (442,418)	\$ -	\$ 788,393	7.58%	
Deposits in Transit - Earned Interest, Securities Account	\$ 971	\$ -	\$ (971)	\$ -	\$ (0)	0.00%	
Petty Cash	\$ 1,483	\$ -	\$ (342)	\$ -	\$ 1,141	0.01%	
Total Cash and Cash Equivalents	\$ 911,100	\$ 322,164	\$ (443,731)	\$ -	\$ 789,534	7.60%	100.00%
Pooled Money Investment Accounts (PIMA)							
Local Agency Investment Fund (LAIF) (Notes 1 and 2)	\$ 3,669,292	\$ -	\$ -	\$ -	\$ 3,669,292	35.30%	
Orange County Investment Pool (OCIP) (Note 3)	\$ 4,009,250	\$ 3,793	\$ -	\$ -	\$ 4,013,042	38.61%	
Total Pooled Money Investment Accounts	\$ 7,678,541	\$ 3,793	\$ -	\$ -	\$ 7,682,334	73.91%	90.00%
Investments - Interest and Income Bearing							
Certificates of Deposit (book value) (Note 5)	\$ 1,920,753	\$ 1,948	\$ (166)	\$ -	\$ 1,922,535	18.50%	
Total Investments	\$ 1,920,753	\$ 1,948	\$ (166)	\$ -	\$ 1,922,535	18.50%	20.00%
TOTAL CASH, CASH EQUIVALENTS, AND INVESTMENTS	\$ 10,510,394	\$ 327,905	\$ (443,897)	\$ -	\$ 10,394,403		

Summary of Total Cash, Cash Equivalents, and Investments (Note 4):

	General Fund	Special Revenue Funds	Totals
Analyzed Checking	\$ (545,603)	\$ 1,333,996	\$ 788,393
Deposits in Transit	\$ -	\$ -	\$ -
Petty Cash	\$ 1,141	\$ -	\$ 1,141
LAIF	\$ 3,669,292	\$ -	\$ 3,669,292
OCIP	\$ 4,013,042	\$ -	\$ 4,013,042
Certificates of Deposit	\$ 1,922,535	\$ -	\$ 1,922,535
Totals	\$ 9,060,406	\$ 1,333,996	\$ 10,394,403

(See **NOTES** on Page 3 of 3)



City of Laguna Woods

City Treasurer's Report

For the Month Ended September 30, 2017

ITEM 6.2

INVESTMENT PORTFOLIO DETAIL

CUSIP	Investment #	Issuer	Term	Purchase Date	Settlement Date	Par Value	Market Value	Book Value	Stated Rate (Note 5)	Coupon Type	1st Coupon Date	Rating or Rank (*)	Yield to Maturity 365 Days	Maturity Date
Money Funds and Certificate of Deposits (CDs, Federal Deposit Insurance Corporation [FDIC] Insured)														
02006LM59	2016-1	ALLY BK MIDVALE UTAH	24 months	09/12/16	09/15/16	245,000	243,687	245,000	1.150	Semi-Annual	03/15/17	300	1.150	09/17/18
949763BJ4	2016-3	WELLS FARGO BANK	18 months	09/13/16	09/28/16	245,000	244,500	245,000	1.000	Monthly	10/28/16	295	1.000	03/28/18
140420F47	2016-4	CAPITAL ONE BANK USA	18 months	09/13/16	09/21/16	245,000	244,527	245,000	1.000	Semi-Annual	03/21/17	300	1.000	03/21/18
57116ANC8	2017-1	MARLIN BUSINESS BK SALT LAKE	18 months	01/13/17	01/13/17	245,000	244,743	245,000	1.250	Monthly	02/13/17	300	1.250	07/13/18
508176CH5	2017-2	LAKE CITY BANK	24 months	03/08/17	03/22/17	245,000	245,000	245,000	1.600	Monthly	04/22/17	300	1.600	03/22/19
45340KDY2	2017-3	INDEPENDENCE BANK OF KY	10 months	05/04/17	05/09/17	100,000	99,904	100,000	1.000	Monthly	06/09/17	242	1.000	03/09/18
02587DR26	2017-4	AMERICAN EXPRESS CENTURIAN	18 months	05/04/17	05/10/17	245,000	244,860	245,000	1.500	Semi-Annual	11/10/17	300	1.500	11/13/18
864088DC0	2017-5	STURGIS BANK & TRUST CO.	9 months	05/04/17	05/18/17	100,000	99,924	100,000	1.000	Monthly	06/18/17	206	1.000	02/20/18
		Money Funds with Multi-Bank Securities, Inc.**				250,586		250,586						
		Accrued Interest - Month End				1,948		1,949						
Total CDs						1,922,535	1,667,145	1,922,535						

(*) At the time of purchase CDs were rated or ranked using an IDC Financial Publishing, Inc. compiled ranking, and includes a one-number summary rank of quality comprised of 35 key financial ratios. Ranks range from 1 (the lowest) to 300 (the highest) and fall into one of the following six groups:

Rank	Group
200-300	Superior
165-199	Excellent
125-164	Average
75-124	Below Average
2-74	Lowest Ratios
1	Highest Probability of Failure

(**) Money funds held by Multi-Bank Securities, Inc. represent the maturing of the \$245,000 City Bank 12 month CD on 9/20/17. These funds are to be re-invested.

Pooled Money Investment Accounts (PIMA) (Notes 1, 2, and 3)

N/A	N/A	Local Agency Investment Fund (LAIF)	N/A	Various	Various	3,669,292	3,669,292	3,669,292	1.051	N/A	N/A	N/A	N/A	N/A
N/A	N/A	Orange County Investment Pool (OCIP)	N/A	Various	Various	4,013,042	4,013,042	4,013,042	1.084	N/A	N/A	N/A	N/A	N/A
Total PIMA						7,682,334	7,682,334	7,682,334						

(See **NOTES** on Page 3 of 3)



City of Laguna Woods
City Treasurer's Report
For the Month Ended September 30, 2017

ITEM 6.2

OTHER FUNDS - HELD IN TRUST

	Beginning Balances As of 8/31/17	Contributions / (Withdrawals)	Administrative Fees & Investment Expense	Unrealized Gain / (Loss)	Ending Balances As of 9/30/17
Other Post-Employment Benefits (OPEB) Trust					
CalPERS California Employers' Retiree Benefit Trust (CERBT) (CERBT holds all assets and administers the OPEB Trust)	\$ 69,172	\$ -	\$ (5)	\$ 341	\$ 69,509
Total Other Funds - Held in Trust	<u>\$ 69,172</u>	<u>\$ -</u>	<u>\$ (5)</u>	<u>\$ 341</u>	<u>\$ 69,509</u>

Notes:

Note 1 - LAIF / During this period there was no activity.

Note 2 - LAIF / The stated earnings rate for LAIF balances is an average monthly yield applied to the City's weighted average balance within the total pool. Earnings are paid the month after the end of each quarter. There were no interest earnings posted for the month of August. Quarterly earnings for July through September will post in October. Interest earned is offset by expense, with the net interest reported by LAIF as a single transaction.

LAIF average monthly investment yield rate for September 2017 and quarterly earnings have not been reported at the time of this report preparation.

LAIF quarterly administrative costs for the quarter ended September 30, 2017 have not been reported at the time of this report preparation.

Note 3 - OCIP / The stated earnings rate for OCIP balances is an average monthly yield applied to the City's weighted average balance within the total pool. Earnings are accrued monthly. August accrued interest was \$3,792.62 was deposited in September 2017. Interest earned and investment expenses are posted as a separate transactions each month.

OCIP average monthly investment yield rate for September 2017 has not been reported at the time of this report preparation

OCIP administrative costs for August and September 2017 have not been reported at the time of this report preparation.

Note 4 - Analyzed Checking Account / Monthly activity reported does not reflect June through August vendor invoicing processed after the date of this report.

Note 5 - CDs / The stated earnings rate for CDs is a fixed rate for the full term. The City received interest payments of \$5,752.71 in September 2017 and will receive additional September earnings of \$1,948.38 in October 2017.

City Treasurer's Certification

I, Margaret A. Cady, City Treasurer, do hereby certify:

- That all investment actions executed since the last report have been made in full compliance with the City's Investment of Financial Assets Policy; and
- That the City is able to meet all cash flow needs which might reasonably be anticipated for the next 12 months.

Margaret A Cady
Margaret A. Cady, City Treasurer

10/10/17
Dated

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6.3 WARRANT REGISTER

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CITY OF LAGUNA WOODS
WARRANT REGISTER
10/18/2017

ITEM 6.3

Date		Vendor Name	Description	Amount
Debit		Automatic Bank Debits		
Debit	9/20/2017	ADP PAYROLL SERVICES	Payroll / Pay Period Ended 9/15/2017	\$35,312.18
Debit	9/20/2017	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 9/15/2017	2,485.17
Debit	9/29/2017	ADP PAYROLL SERVICES	Payroll Processing Fees / Pay Period Ended 9/15/2017	162.97
Debit	10/4/2017	ADP PAYROLL SERVICES	Payroll / Pay Period Ended 9/29/2017	32,188.42
Debit	10/4/2017	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 9/29/2017	2,407.73
Debit	10/13/2017	ADP PAYROLL SERVICES	Payroll Processing Fees / Pay Period Ended 9/29/2017	178.69
Debit	10/4/2017	CALPERS - HEALTH	Employee Benefit Program / October 2017	3,142.34
Debit	9/15/2017	US BANK	Bank Supplies and Fees - August 2017	210.17
Debit	9/15/2017	COUNTY OF ORANGE	Law Enforcement Services / September 2017	216,434.57
Debit	10/10/2017	COUNTY OF ORANGE	Law Enforcement Services / October 2017	216,434.57
Number		Warrants:		
1494	09/15/2017	360 BUSINESS CONSULTING	Website Hosting Services / August 2017	200.00
1495	09/15/2017	AT&T	Telephone / 639-0500 / August 2017	213.33
1496	09/15/2017	AT&T	Telephone / 458-3487 / August 2017	40.13
1497	09/15/2017	AT&T	Telephone / 452-0600 / August 2017	1,173.12
1498	09/15/2017	AT&T	Telephone / 770-9359 / August 2017	22.76
1499	09/15/2017	BALLIET, MICHAEL	Waste & Recycling Consulting Services / August 2017	3,960.00
1500	09/15/2017	CAA	Water Quality Consulting Services / August 2017	3,123.00
1501	09/15/2017	COUNTY OF ORANGE	Automated Fingerprint ID System / September 2017	597.00
1502	09/15/2017	COUNTY OF ORANGE	NPDES Water Quality Support Annual Fee / FY 2017-18	290.39
1503	09/15/2017	IRWIN B BORNSTEIN, CPA	Financial Consulting Service / August 2017	142.50
1504	09/15/2017	KAIDENCE ADVISORS LLC	Project Deposit Balance Refund	364.81
1505	09/15/2017	MICHAEL BAKER INTERNATIONAL	Complete Streets Assessment / July 2017	6,096.55
1506	09/15/2017	ORANGE COUNTY COUNCIL OF GOVTS	Membership Dues / FY 2017-18	4,011.46
1507	09/15/2017	PERICLES BANNER	Reimbursement - County Recording Fee	59.00
1508	09/15/2017	ROBERT M BARRY	Financial Consulting Services / August 2017	805.00
1509	09/15/2017	SIGNS BY CREATIONS UNLIMITED	Dog Park Signs	139.99
1510	09/15/2017	SOUTHERN CALIFORNIA EDISON	Irrigation Controller / August 2017	26.82
1511	09/15/2017	SOUTHERN CALIFORNIA EDISON	Right of Way / August 2017	15.75
1512	09/15/2017	SOUTHERN CALIFORNIA EDISON	Irrigation Controller / August 2017	24.64
1513	09/15/2017	SOUTHERN CALIFORNIA EDISON	Residential Streetlights / August 2017	1,551.76
1514	09/15/2017	SOUTHERN CALIFORNIA EDISON	Ridge Route Dog Park / August 2017	23.67
1515	09/15/2017	SOUTHERN CALIFORNIA EDISON	Right of Way / August 2017	1,916.77
1516	09/15/2017	SOUTHERN CALIFORNIA EDISON	Traffic Signal Control / July - August 2017	946.90
1517	09/15/2017	STAPLES	Office & Janitorial Supplies	916.38
1518	09/15/2017	SUNSET PROPERTY SERVICES	Street Sweeping Services / August 2017	3,404.95
1519	09/15/2017	TEAM ONE MANAGEMENT	Janitorial Services / July - August 2017	1,481.62
1520	09/15/2017	THE BEE DETECTIVES, INC.	Bee Removal Services	400.00
1521	09/15/2017	THE GAS COMPANY	City Hall Utilities / August 2017	18.05

CITY OF LAGUNA WOODS
WARRANT REGISTER
10/18/2017

ITEM 6.3

	Date	Vendor Name	Description	Amount
1522	09/15/2017	TYLER TECHNOLOGIES, INC.	Software Conversion & Support	9,272.15
1523	09/21/2017	AT&T	White Pages / September 2017	4.48
1524	09/21/2017	CALIFORNIA YELLOW CAB	Taxi Voucher Services / August 2017	10,571.00
1525	09/21/2017	CITY OF LAGUNA BEACH	Animal Control & Shelter Services / September 2017	8,364.75
1526	09/21/2017	COMPUTER SERVICE COMPANY	Traffic Signal Maintenance / July - August 2017	2,341.26
1527	09/21/2017	COPYFORCE	Printing Services	641.11
1528	09/21/2017	EL TORO WATER DISTRICT	Landscape Irrigation / August 2017	3,463.95
1529	09/21/2017	KONE INC.	City Hall Elevator Maintenance / September 2017	257.62
1530	09/21/2017	MARC DONOHUE	Administrative Services / August 2017	500.00
1531	09/21/2017	MATRIX CONSULTING GROUP	Tri-City Police Study / August 2017	6,099.00
1532	09/21/2017	MICHAEL BAKER INTERNATIONAL	Planning Services / August 2017	9,807.50
1532	09/21/2017	MICHAEL BAKER INTERNATIONAL	General Plan Comprehensive Update Project / August 2017	4,161.25
1533	09/21/2017	NIEVES LANDSCAPE, INC.	Dog Park Cleaning / Odor Control / August 2017	165.00
1534	09/21/2017	NUVIS	Moulton Parkway Water Efficient Median Project / July 2017	67.50
1535	09/21/2017	ORANGE COUNTY REGISTER-NOTICES	Public Notices / August 2017	2,256.00
1536	09/21/2017	SOUTHERN CALIFORNIA EDISON	Traffic Signal Controller / August 2017	238.26
1537	09/21/2017	STAPLES	Office Supplies	102.65
1538	09/21/2017	WM CURBSIDE, LLC	HHW, Medicine and Sharps Program / August 2017	5,739.20
1539	09/21/2017	CITY OF MISSION VIEJO	Contract Law Enforcement Cost and Efficiency Study	7,595.64
1540	09/22/2017	STL LANDSCAPE, INC	Moulton Water Efficient Median Improvement Project	44,420.58
1541	10/03/2017	ANDREW J MARLBOROUGH & LINDSAY M JOHNSON	Waste Diversion Deposit Refund	250.00
1542	10/03/2017	AT&T	Telephone / 581-3974 / September 2017	128.27
1543	10/03/2017	AT&T	Telephone / 583-1105 / August 2017	21.24
1544	10/03/2017	BUSINESS PLANS, INCORPORATED	125 Cafeteria Plan Administration / September 2017	100.00
1545	10/03/2017	CALIFORNIA YELLOW CAB	NEMT Taxi Voucher Services / August 2017	14,139.00
1546	10/03/2017	CAPTIONING UNLIMITED	Closed Captioning / City Council Meetings / September 2017	200.00
1547	10/03/2017	COASTAL CURRENT ELECTRIC	Cancelled Permit Refund	265.00
1548	10/03/2017	COUNTY OF ORANGE	Automated Fingerprint ID System / Cost-Share	1,910.00
1549	10/03/2017	CSG CONSULTANTS INC	Building Plan Review Services / August 2017	658.75
1550	10/03/2017	DELTA DENTAL OF CALIFORNIA	Employee Benefits Program / October 2017	430.06
1551	10/03/2017	MANAGED HEALTH NETWORK	Employee Benefits Program / October 2017	16.72
1552	10/03/2017	NIEVES LANDSCAPE, INC.	Landscape Maintenance / September 2017	11,800.00
1552	10/03/2017	NIEVES LANDSCAPE, INC.	City Hall Landscape Maintenance / September 2017	406.25
1553	10/03/2017	NUVIS	Landscape Architecture Services / August 2017	2,517.50
1554	10/03/2017	NV5, INC.	Building Inspection & Counter Services / July 2017	32,525.00
1554	10/03/2017	NV5, INC.	Traffic & Engineering Services / July 2017	18,437.50
1555	10/03/2017	PRACTICAL DATA SOLUTIONS	IT Services / August - September 2017	5,624.49
1556	10/03/2017	PV MAINTENANCE INC	Street, City Hall & Park Maintenance / August 2017	16,961.12
1557	10/03/2017	RED HAWK FIRE & SECURITY, LLC	Fire & Security Monitoring / October - December 2017	240.00
1558	10/03/2017	RICOH USA, INC.	Copier Lease / September - October 2017	428.40
1559	10/03/2017	SCHAEF AIR	Cancelled Permit Refund	61.00
1560	10/03/2017	SOUTHERN CALIFORNIA EDISON	Irrigation Controller / September 2017	95.73
1561	10/03/2017	SOUTHERN CALIFORNIA EDISON	City Hall Utilities / September 2017	2,433.24
1562	10/03/2017	SOUTHERN CALIFORNIA EDISON	Irrigation Controller / September 2017	27.47

CITY OF LAGUNA WOODS
WARRANT REGISTER
10/18/2017

ITEM 6.3

	Date	Vendor Name	Description	Amount
1563	10/03/2017	SOUTHERN CALIFORNIA EDISON	Irrigation Controller / September 2017	26.08
1564	10/03/2017	SOUTHERN CALIFORNIA EDISON	Ridge Route Dog Park / September 2017	26.33
1565	10/03/2017	STAPLES	Office Supplies	225.75
1566	10/03/2017	THALES CONSULTING INC.	Annual Street Report / FY 2016-17	600.00
1567	10/03/2017	TONY'S LOCKSMITH & SAFE SERV.	Locksmith Service	37.44
1568	10/03/2017	TYLER TECHNOLOGIES, INC.	Software Conversion & Support / September 2017	1,375.00
1569	10/03/2017	U.S. BANK	Credit Card Charges / September 2017 (see Note 2 for summary of expenditures)	175.00
1570	10/03/2017	VECTUS	City Hall Internet Service / October 2017	399.00
1571	10/03/2017	VISION SERVICE PLAN OF AMERICA	Employee Benefits Program / October 2017	181.32
1572	10/05/2017	OCTA	Orange County Taxi Administration Program Contribution / FY 2017-18	813.84
				Total Bank Debits and Warrants:
				<u>\$770,528.56</u>
Petty Cash Expenditures Paid Out (See Note 1)				
		FedEx Office	Office Services	5.92
		Costco	Supplies for Retirement Event / Hack	43.46
		Stater Bros	Supplies for Goods Exchange Event	8.41
		Linda Vanderlinde	Mileage Reimbursement	19.15
		US Postal Office	Mailing Service	89.10
		The Home Depot	Dog Park Repair	9.61
		Orange County Clerk-Recorder's Office	Document Recording	50.00
				Total Petty Cash:
				<u>225.65</u>
				TOTAL
				<u>\$770,754.21</u>

NOTES:

Note 1 - Petty cash is reported as cash is paid out.

Note 2 - The table below summarizes credit card expenditures paid via Check #1569 to U.S. Bank totaling \$175.00

Copier Logistics	Shipping Charges / Copiers Return	175.00
		Total Credit Card Reimbursement:
		<u>\$175.00</u>

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RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEAR 2016-17 BUDGET COMMENCING JULY 1, 2016 AND ENDING JUNE 30, 2017 TO INCREASE APPROPRIATIONS FOR THE GENERAL FUND, BEVERAGE CONTAINER RECYCLING FUND, AND USED OIL PAYMENT PROGRAM FUND; AUTHORIZE TRANSFERS FROM THE BEVERAGE CONTAINER RECYCLING FUND AND USED OIL PAYMENT PROGRAM FUND TO THE GENERAL FUND; AND, AUTHORIZE TRANSFERS FROM THE GENERAL FUND TO THE MEASURE M1 FUND AND THE COMMUNITY DEVELOPMENT BLOCK GRANT FUND

WHEREAS, the Fiscal Year 2016-17 Budget was adopted by the City Council on June 29, 2016; and

WHEREAS, City Council action is required to increase fund-level budget appropriations adopted as a part of the Fiscal Year 2016-17 Budget; and

WHEREAS, for Fiscal Year 2016-17, the City Council also approved department-level budget appropriations within the General Fund; and

WHEREAS, the City has completed a multi-year reconciliation of the Beverage Container Recycling Fund, the Used Oil Payment Program Fund, and the Community Development Block Grant Fund, and identified the need for transfers to the General Fund to resolve past issues related to fund balance and expenditures; and

WHEREAS, the City has reconciled final cash in the Measure M1 Fund and identified the need for a final transfer from the General Fund necessary to close the Measure M1 Fund as previously directed by Resolution No. 17-14.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The Fiscal Year 2016-17 budget appropriation authorized, on a fund level, for the General Fund is hereby increased by \$3,682 from \$6,789,134 to \$6,792,816. The Fiscal Year 2016-17 budget appropriation authorized, on a department level, within the General Fund's General Government Department is

hereby increased by \$3,682 from \$390,121 to \$393,803. The amount of the increase shall be considered non-operating and used to make transfers from the General Fund to the Measure M1 Fund and the Community Development Block Grant Fund.

SECTION 2. The Fiscal Year 2016-17 budget appropriation authorized, on a fund level, for the Beverage Container Recycling Fund is hereby increased by \$22,580 from \$6,500 to \$29,080. The amount of the increase shall be used to make transfers from the Beverage Container Recycling Fund to the General Fund.

SECTION 3. The Fiscal Year 2016-17 budget appropriation authorized, on a fund level, for the Used Oil Payment Program Fund is hereby increased by \$21,255 from \$5,310 to \$26,565. The amount of the increase shall be used to make transfers from the Used Oil Payment Program Fund to the General Fund.

SECTION 4. The Fiscal Year 2016-17 revenue budget authorized, on a fund level, for the General Fund is hereby increased by \$43,835 from \$5,728,451 to \$5,772,286.

SECTION 5. The Fiscal Year 2016-17 revenue budget authorized, on a fund level, for the Measure M1 Fund is hereby increased by \$51 from \$184,001 to \$184,052.

SECTION 6. The Fiscal Year 2016-17 revenue budget authorized, on a fund level, for the Community Development Block Grant Fund is hereby increased by \$3,631 from \$163,507 to \$167,138.

SECTION 7. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted by
the City Council of the City of Laguna Woods at a regular meeting thereof, held on
the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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6.5 PERMITTING SOFTWARE

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RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AWARDING AND AUTHORIZING THE CITY MANAGER'S EXECUTION OF SOLE SOURCE AGREEMENTS WITH TYLER TECHNOLOGIES, INC. FOR THE IMPLEMENTATION AND ON-GOING SUPPORT AND MAINTENANCE OF ENERGGOV SOFTWARE FOR PERMITTING, SUBJECT TO APPROVAL AS TO FORM BY THE CITY ATTORNEY

WHEREAS, the Fiscal Years 2017-19 Budget & Work Plan includes a significant work plan item, and corresponding budget appropriation of \$37,500, for the implementation of permitting software in order to increase operational efficiencies, automate certain workflows, increase digitization of records, add new internal controls, and enable future online customer service opportunities; and

WHEREAS, the City uses Tyler Technologies, Inc.'s Incode software for financial management, including cashiering for permitting services; and

WHEREAS, Tyler Technologies, Inc. offers, Energov, a software product for permitting, that is compatible with Incode; and

WHEREAS, City staff has identified Tyler Technologies, Inc.'s Energov software as a product that will meet the City's near-term and reasonably predicted permitting needs, as well as minimize the complexity and difficulty of software implementation due to the vendor's internal compatibility with Incode; and

WHEREAS, while the City's policies and practices are generally to solicit competitive proposals, the uniqueness of software and the critical need to maintain compatibility while minimizing software support and maintenance needs warrants a sole source award to Tyler Technologies, Inc. for the implementation and on-going support and maintenance of Energov software for permitting.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City Manager is hereby authorized to execute one or more agreements with Tyler Technologies, Inc. for the implementation and on-going support and maintenance of Energov software for permitting in an amount not to

exceed established budget appropriations in any given fiscal year, subject to approval as to form by the City Attorney.

SECTION 2. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

6.6

**PAVEMENT MANAGEMENT PLAN PROJECT
(WESTBOUND EL TORO ROAD BETWEEN
AVENIDA SEVILLA AND PASEO DE
VALENCIA)**

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RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO GENERAL FUND, CAPITAL PROJECTS FUND, AND FUEL TAX FUND APPROPRIATIONS FOR THE PAVEMENT MANAGEMENT PLAN PROJECT (WESTBOUND EL TORO ROAD BETWEEN AVENIDA SEVILLA AND PASEO DE VALENCIA), INCLUDING ADDITIONAL SIDEWALK REPAIRS ON EL TORO ROAD AND PAVEMENT WORK AT CITY HALL

WHEREAS, the Fiscal Years 2017-19 Budget and Work Plan (“Budget”) was adopted by the City Council on June 28, 2017; and

WHEREAS, City Council action is required to increase fund-level budget appropriations adopted as a part of the Budget; and

WHEREAS, the Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia) (“Project”) is currently included in the City’s Capital Improvement Program as a funded project for Fiscal Year 2017-18; and

WHEREAS, subsequent to adoption of the Capital Improvement Program, staff identified the need for sidewalk repairs on El Toro Road; and

WHEREAS, subsequent to adoption of the Capital Improvement Program, staff identified the need for pavement work at City Hall to address deterioration of pavement in various off-street driveways and parking accessways; and

WHEREAS, in an effort to achieve efficiencies and economies of scale, the sidewalk repairs on El Toro Road and the pavement work at City Hall was included in the bid solicitation for the Project; and

WHEREAS, competitive bids to construct the Project have been solicited and staff is now recommending that the Project be undertaken with the addition of the sidewalk repairs on El Toro Road and the pavement work at City Hall to the scope of work; and

WHEREAS, it is necessary for the City Council to increase Fiscal Year 2017-18 appropriations for the Project in the Fuel Tax Fund in the amount of \$8,800, with the increase drawn from the Fuel Tax Fund unassigned balance, in order for the sidewalk repairs on El Toro Road to be completed; and

WHEREAS, it is necessary for the City Council to establish an additional Fiscal Year 2017-18 budget for the Project in the Capital Projects Fund in the amount of \$44,830, with the appropriation drawn from the General Fund unassigned balance, in order for the pavement work at City Hall to be completed; and

WHEREAS, with competitive bidding now complete, and in addition to the previously described increased appropriations for additional work, an increase in Fiscal Year 2017-18 appropriations in the Fuel Tax Fund in the amount of \$60,662, with the increase drawn from the Fuel Tax Fund unassigned balance, is necessary in order for the Project to be completed; and

WHEREAS, with the aforementioned Budget amendments, the total Project budget would be \$262,992, inclusive of all funds and all additional work and appropriations described herein (Capital Projects Fund: \$44,830, Fuel Tax Fund: \$168,162, and Road Maintenance & Rehabilitation Program Fund: \$50,000).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Section 2 of Resolution No. 17-20, as previously amended by Resolution No. 17-28, is hereby amended, in its entirety, to read as follows:

The budget appropriations authorized, on a fund level, are:

	<i>Fiscal Year 2017-18</i>	<i>Fiscal Year 2018-19</i>
General Fund	\$5,776,938	\$5,621,246
Capital Projects Fund	\$417,888	\$165,000
<i>Transportation Funds</i>		
Fuel Tax	\$447,936	\$300,102
Road Maintenance & Rehabilitation Program	\$50,000	\$110,250
Measure M2	\$242,044	\$242,992

<i>Public Safety Funds</i>		
Supplemental Law Enforcement Services	\$141,707	\$123,500
<i>Environmental Funds</i>		
Beverage Container Recycling	\$5,000	\$0
<i>Community Services Funds</i>		
PEG/Cable Television	\$2,000	\$2,047
Senior Mobility	\$294,179	\$316,700
Community Development Block Grant (CDBG)	\$145,700	\$145,700
TOTAL	\$7,523,392	\$7,027,538

The budget appropriations authorized by this section reflect the Fiscal Years 2017-19 adopted budgets, plus authorized budget adjustments approved between July 1, 2017 and the date of this amendment. The budget appropriations authorized by this section do not include carryovers of approved, but unspent, budget appropriations from prior fiscal years. Such carryovers were approved by the City Council with the adoption of the current budget and/or pursuant to Administrative Policy 2.9.

SECTION 2. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted
by the City Council of the City of Laguna Woods at a regular meeting thereof, held
on the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

6.7

**QUITCLAIM DEED FOR LANDSCAPE AND
SCENIC PRESERVATION EASEMENTS**

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RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, APPROVING AND ACCEPTING A QUITCLAIM DEED FOR THE CONVEYANCE OF REAL PROPERTY FROM THE COUNTY OF ORANGE RELATED TO LANDSCAPE AND SCENIC PRESERVATION EASEMENTS, WHICH ARE DESCRIBED AS PARCELS Z21-509 AND OS57Q-102 IN THE EASEMENT DEED RECORDED ON SEPTEMBER 10, 1996 AS INSTRUMENT NO. 19960461067 IN THE OFFICE OF THE COUNTY OF ORANGE RECORDER, AND WHICH ARE LOCATED IN THE GENERAL VICINITY OF THE SOUTHWEST CORNER OF THE INTERSECTION OF MOULTON PARKWAY AND EL TORO ROAD IN LAGUNA WOODS, CA 92637, AND AUTHORIZING THE MAYOR TO ACCEPT AND CONSENT TO THE QUITCLAIM DEED IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 27281

WHEREAS, the City and County of Orange have identified landscape and scenic preservation easements, which are described as parcels Z21-509 and OS57Q-102 in the easement deed recorded on September 10, 1996 as Instrument No. 19960461067 in the office of the County of Orange Recorder, and which are located in the general vicinity of the southwest corner of the intersection of Moulton Parkway and El Toro Road in Laguna Woods, CA 92637, that should have been, but were not, quitclaimed to the City, from the County of Orange, following the City's incorporation; and

WHEREAS, the County of Orange has prepared a quitclaim deed for the subject easements that would convey such easements to the City; and

WHEREAS, California Government Code Section 27281 states that "Deeds or grants conveying any interest in or easement upon real estate to a political corporation or governmental agency for public purposes shall not be accepted for recordation without the consent of the grantee evidenced by its certificate or resolution of acceptance attached to or printed on the deed or grant"; and

WHEREAS, City staff has prepared a certificate of acceptance for the subject quitclaim deed consistent with California Government Code Section 27281.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. After reviewing the actions included in this resolution, the City Council hereby determines and certifies that there is no possibility that any such action including, but not limited to, the approval and acceptance of the quitclaim deed, could have a significant effect on the environment. Accordingly, pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations, the City Council determines and certifies that the actions included in this resolution are not subject to the California Environmental Quality Act (“CEQA”).

SECTION 2. The quitclaim deed attached hereto as Exhibit A is hereby approved and accepted for the conveyance of real property from the County of Orange related to landscape and scenic preservation easements, which are described as parcels Z21-509 and OS57Q-102 in the easement deed recorded on September 10, 1996 as Instrument No. 19960461067 in the office of the County of Orange Recorder, and which are located in the general vicinity of the southwest corner of the intersection of Moulton Parkway and El Toro Road in Laguna Woods, CA 92637.

SECTION 3. The Mayor is authorized to accept and consent to the quitclaim deed attached hereto as Exhibit A, in accordance with California Government Code Section 27281.

SECTION 4. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted
by the City Council of the City of Laguna Woods at a regular meeting thereof, held
on the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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**RECORDED AT THE REQUEST OF
AND WHEN RECORDED MAIL TO:**

City of Laguna Woods
24264 El Toro Road
Laguna Woods, CA 92637

Mail Tax Statements as shown above

THIS SPACE FOR RECORDER'S USE ONLY

APN: 621-131-01

DOCUMENTARY TRANSFER TAX \$ 0

- ☒ Computed on the consideration or value of property conveyed
☒ Exempt per Revenue & Taxation Code Section 11922
☒ Exempt from Recording Fees per Govt. Code Section 27383

By:

Jack Stubling - County of Orange
 SIGNATURE OF DECLARANT OR AGENT DETERMINING TAX FIRM NAME

- ☐ Unincorporated area of Orange County
☒ Incorporated - City of Laguna Woods

Parcel No: Z21-509 & OS57Q-102

Project: El Toro Road/Moulton Parkway Quitclaim

QUITCLAIM DEED

FOR A VALUABLE CONSIDERATION, receipt and adequacy of which is hereby acknowledged, the

COUNTY OF ORANGE,
 a political subdivision of the State of California
 (hereinafter referred to as "**COUNTY**"),

does hereby REMISE, RELEASE AND FOREVER QUITCLAIM to the

CITY OF LAGUNA WOODS,
 a municipal corporation(hereinafter referred to as "**GRANTEE**"),

in an "as is" condition, all RIGHTS, TITLE and INTEREST in and to that certain real property in the county of Orange, state of California, legally described in Exhibit A and illustrated in Exhibit B, which exhibits are attached hereto and made a part hereof.

Nothing contained herein, or in any document related hereto, shall be construed to imply the conveyance to GRANTEE of rights in the property which exceed those owned by COUNTY, or any representation or warranty, either express or implied, relating to the nature or condition of the property or COUNTY'S interest therein.

Approved as to Form

Office of the County Counsel
Orange County, CaliforniaBy: Thomas A. Wilk
DeputyDate: 9/14/17**GRANTOR:**

COUNTY OF ORANGE

By: Shane L. Silsby
Shane L. Silsby
Director, OC Public Works
Pursuant to Section 1-4-225 of the Codified
Ordinances of the County of Orange

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

ACKNOWLEDGMENTState of California
County of Orange

On 9-18, 2017 before me, Sergio Mora, Notary Public, personally
(insert name/title of the officer)
appeared Shane L. Silsby,

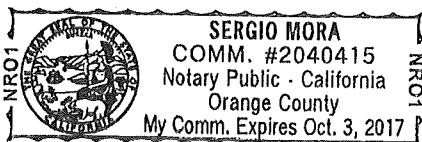
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s),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

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

WITNESS my hand and official seal.

Signature Sergio Mora

(Seal)



CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the quitclaim deed dated September 18, 2017 from the County of Orange, a political subdivision of the State of California, to the City of Laguna Woods, a municipal corporation, is hereby accepted by order of the City of Laguna Woods City Council on October 18, 2017, and the grantee consents to recordation thereof by its duly authorized officer.

GRANTEE:

CITY OF LAGUNA WOODS,
a municipal corporation

Dated _____

Shari L. Horne
Mayor

Approved as to Form:

David B. Cosgrove
City Attorney

EXHIBIT "A"

LEGAL DESCRIPTION

El Toro Road / Moulton Parkway
Easements Quitclaim
Parcel No's.: Z21-509 & OS57Q-102

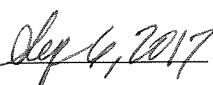
Those certain portions of land, in the City of Laguna Woods, County of Orange, State of California, described as Parcels Z21-509 and OS57Q-102 in the Easement Deed recorded on September 10, 1996 as Instrument No. 19960461067 of Official Records in the office of the County Recorder of said county.

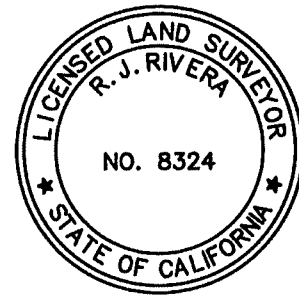
Containing 0.225 Acres, more or less.

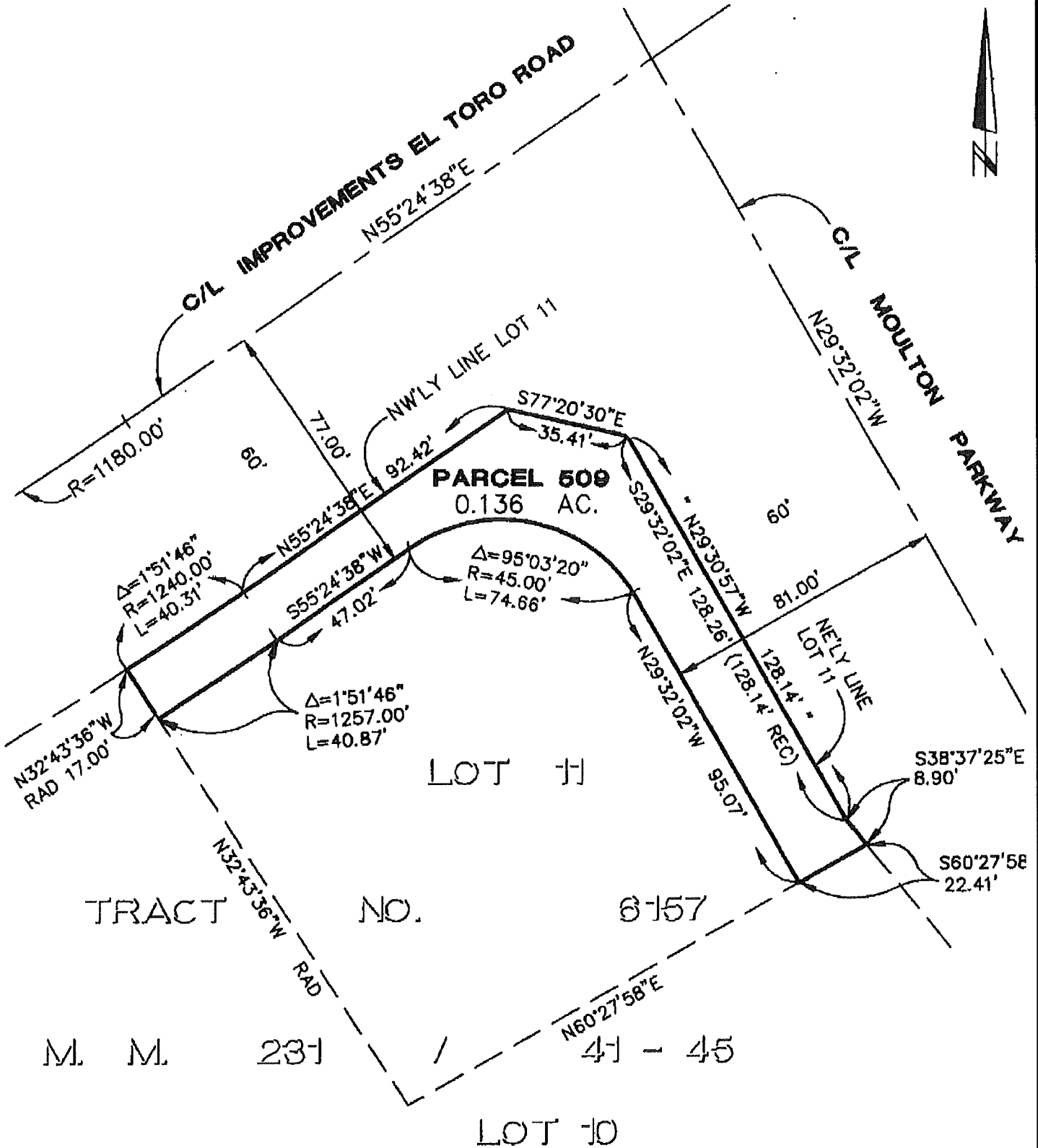
See EXHIBIT B attached and by reference made a part.

APPROVED
Kevin Hills, County Surveyor, L.S. 6617


By: Raymond J. Rivera, L.S. 8324

Date: 





SHEET 1 OF 2



OC PUBLIC WORKS
OC SURVEY

RIGHT-OF-WAY SERVICES

ROW ID NO. 2017-069

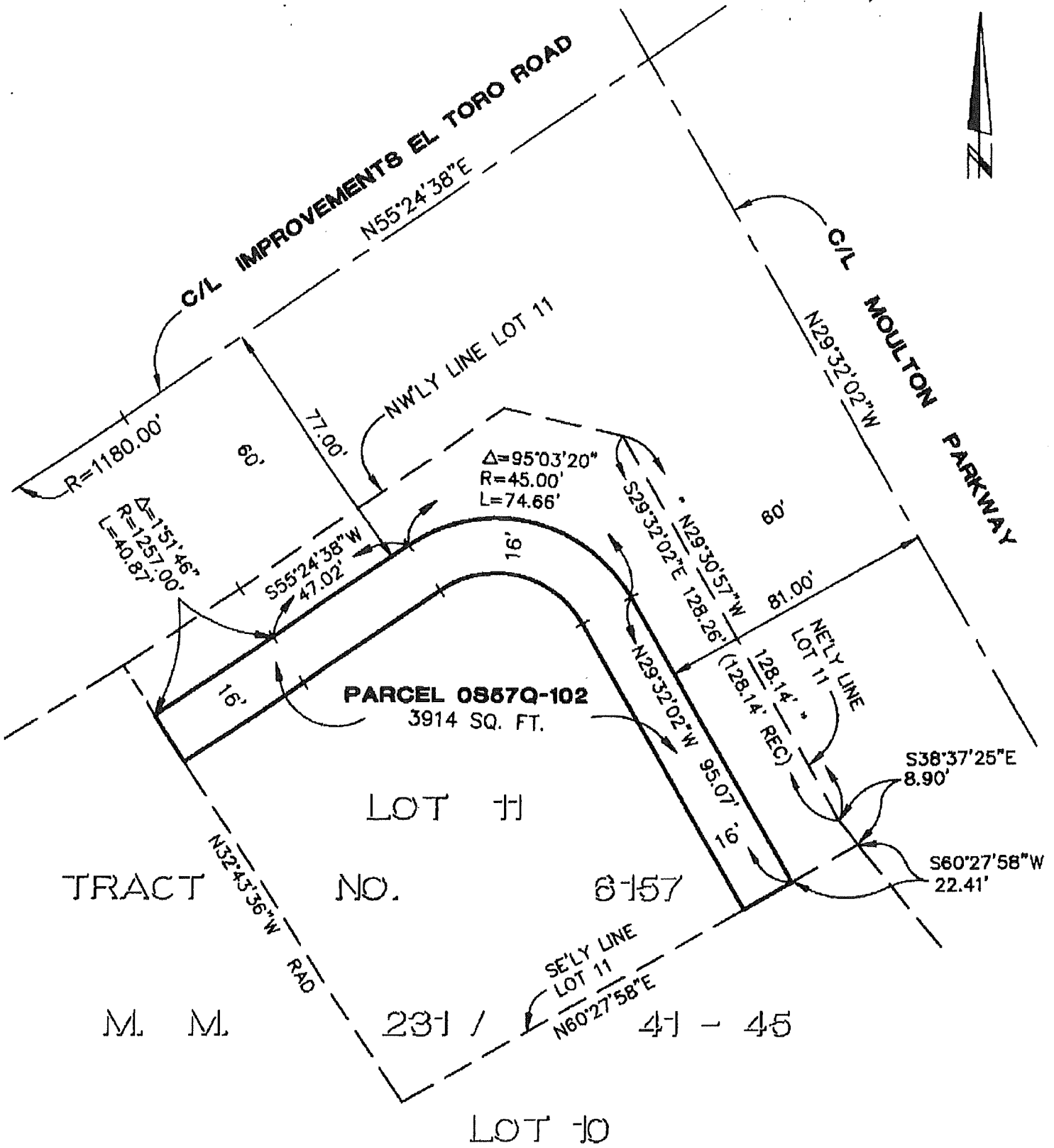
SCALE: 1" = 40'

EXHIBIT "B"

PARCEL: Z21-509

PROJECT: EL TORO RD / MOULTON PARKWAY QUITCLAIMS

PREPARED BY:
J.V.



SHEET 2 OF 2



**OC PUBLIC WORKS
OC SURVEY**
RIGHT-OF-WAY SERVICES

ROW ID NO. 2017-069
SCALE: 1" = 40'

EXHIBIT "B"
PARCEL: OS57Q-102
PREPARED BY:
J.V.

PROJECT: EL TORO RD / MOULTON PARKWAY QUITCLAIMS

7.1 SMOKING AND TOBACCO SALES REGULATIONS

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 18, 2017 Regular Meeting
SUBJECT: Smoking and Tobacco Sales Regulations

Recommendation

1. Receive staff report.

AND
2. Open public hearing.

AND
3. Receive public testimony.

AND
4. Close public hearing.

AND
5. Approve the introduction and first reading of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING CHAPTER 7.16 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE REGULATION AND PROHIBITION OF SMOKING, AND AMENDING

SECTIONS 13.06.010, 13.08.010, 13.10.020, 13.12.020, AND 13.13.020
OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE
SALE OF AND ZONING FOR TOBACCO AND CIGARETTES

AND

6. Disband the Ad Hoc Smoking & Tobacco Sales Regulations Update Committee (Mayor Horne and Councilmember Rainey).

Background

The Fiscal Years 2017-19 Budget & Work Plan includes the following significant work plan item:

- **Smoking and Tobacco Sales Regulations Update** – Review and update the City’s smoking and tobacco sales regulations in order to protect public health, safety, and welfare, as well as to promote clarity and administration.

The existing smoking regulations are included as Attachment B.

On August 1, 2017, the City Council appointed Mayor Horne and Councilmember Rainey to an Ad Hoc Smoking & Tobacco Sales Regulations Update Committee beginning immediately through December 31, 2017 to work with staff on the Smoking and Tobacco Sales Regulations Update significant work plan item.

At the City Council’s regular meeting on September 20, 2017, an item was included on the agenda to allow for an opportunity for the City Council and public to provide input to the Ad Hoc Smoking & Tobacco Sales Regulations Committee and staff prior to their making recommendations to the City Council.

A sampling of available information regarding the impacts of smoking and tobacco use is included as attachments C and D. Complete copies of either U.S. Surgeon General report can be obtained from City Hall.

Discussion

Today’s meeting is an opportunity for City Council action, as well as public input, on the proposed smoking and tobacco sales regulations (Attachment A). Staff recommends that the City Council initiate the adoption process for the proposed

ordinance, in order to protect public health, safety, and welfare, as well as to promote clarity and administration.

The existing and proposed smoking regulations are similar in approach in that they generally prohibit smoking in multi-unit residence common areas, places of employment, and public places, as well as in unenclosed areas within 20 feet of any enclosed area in which smoking is prohibited. Significant proposed modifications include, but are not limited to, the following:

- Regulations related to smoking in places of employment would be updated to reflect changes in the California Labor Code.
- Smoking would be prohibited at any event open to the general public (the existing regulations prohibit smoking at “Sites of public events sponsored or co-sponsored by the City...”).
- The use of electronic smoking devices (e.g., electronic cigarettes) would be prohibited in all of the same areas where the use of combustible cigarettes is prohibited (state law also prohibits the use of electronic cigarettes in all of the same areas where *state law* prohibits the use of combustible cigarettes).
- Smoking would be prohibited in unenclosed areas located within the City’s fire hazard severity zones (Attachment E) during red flag warnings issued by the National Weather Service, subject to a determination of necessity by the Fire Chief. Notice would be required prior to determining that a person is in violation of this prohibition.
- “No Smoking” signs would be required to be posted at the entrances to unenclosed eating areas that are public places, as well as on each table within such areas. Staff would provide notice of this requirement to restaurants and other affected businesses prior to its effectiveness. Signage that would satisfy this requirement is readily available from a variety of retailers.
- Areas exempt from the City’s smoking regulations would be updated for increased consistency with applicable state law.
- The Zoning Code’s definition of “cigarette” would be modified to align with the new definition of “electronic smoking device” proposed to be included in

the modified smoking regulations (the existing Zoning Code definition of “cigarette” includes a similar definition of “electronic cigarette”).

- The tables of permitted uses for various zoning districts would be updated to explicitly prohibit tobacco and cigarette sales (these updates would be for clarity and would not expand existing tobacco or cigarette sale restrictions).

If the City Council takes the recommended action at today’s meeting, the proposed ordinance would be agendized for a second reading and consideration of adoption at an upcoming meeting. The ordinance would take effect 30 days after adoption.

Environmental Review

This project has no possibility of directly impacting the environment, nor is it reasonably foreseeable that the adoption of this ordinance will have indirect impacts on the environment. Therefore, the adoption of this ordinance is not a project subject to the California Environmental Quality Act (“CEQA”) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations.

Fiscal Impact

Funds to support this project are included in the City’s budget.

- Attachments: A – Proposed Ordinance
 Exhibit A – Code Amendment Text
- B – Existing Laguna Woods Municipal Code Chapter 7.16 (Smoking in Public Places and Places of Employment)
 - C – U.S. Department of Health and Human Services, Surgeon General. *The Health Consequences of Smoking—50 Years of Progress*. Executive Summary. (2014)
 - D – U.S. Department of Health and Human Services, Surgeon General. *E-Cigarette Use Among Youth and Young Adults*. Executive Summary. (2016)
 - E – Existing Fire Hazard Severity Zones in Local Responsibility Area Map

ORDINANCE NO. 17-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING CHAPTER 7.16 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE REGULATION AND PROHIBITION OF SMOKING, AND AMENDING SECTIONS 13.06.010, 13.08.010, 13.10.020, 13.12.020, AND 13.13.020 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE SALE OF AND ZONING FOR TOBACCO AND CIGARETTES

WHEREAS, smoking regulations are codified at Chapter 7.16 of the Laguna Woods Municipal Code; and

WHEREAS, tobacco and cigarette sales and zoning regulations are codified at Title 13 of the Laguna Woods Municipal Code; and

WHEREAS, staff has recommended amendments to the existing smoking and tobacco and cigarettes sales and zoning regulations as set forth in the attached Exhibit A to this Ordinance (the “Code Amendments”); and

WHEREAS, the Community Development Director or his or her designee prepared an exhibit, including proposed language and terminology for the proposed Code Amendments and any additional information and documents deemed necessary for the City Council to take action, and such exhibit was available for public inspection at City Hall and, upon request, was supplied to all persons desiring a copy, at least 10 days prior to the scheduled City Council public hearing date; and

WHEREAS, on October 18, 2017, the City Council held a duly noticed public hearing on the proposed Code Amendments at which it considered all of the information, evidence, and testimony presented, both written and oral.

THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby finds and determines that (i) each of the recitals to this Ordinance are true and correct, and are adopted herein as findings; (ii) the Code Amendments comply with all applicable requirements of state law; (iii) the Code Amendments will not adversely affect the health, safety, or welfare of the residents within the community; (iv) the Code Amendments are in the public interest

of the City of Laguna Woods; and, (v) the Code Amendments are consistent with the Laguna Woods General Plan and its various elements.

SECTION 2. After reviewing the entire project record, the City Council hereby determines and certifies that there is no possibility that the Code Amendments could directly impact the environment, nor is it reasonably foreseeable that the adoption of this ordinance will have indirect impacts on the environment. Accordingly, pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations, the City Council determines and certifies that the Code Amendments are not subject to the California Environmental Quality Act (“CEQA”).

SECTION 3. Chapter 7.16 and sections 13.06.010, 13.08.010, 13.10.020, 13.12.020, and 13.13.020 of the Laguna Woods Municipal Code are hereby amended to read as set forth in Exhibit A, attached to this Ordinance and incorporated herein by this reference.

SECTION 4. This Ordinance shall take effect and be in full force and operation thirty (30) days after adoption.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase added by this Ordinance, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity of effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. The Deputy City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

SECTION 7. All of the above-referenced documents and information have been and are on file with the City Clerk of the City.

PASSED, APPROVED AND ADOPTED this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

APPROVED AS TO FORM:

DAVID B. COSGROVE, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Ordinance No. 17-XX** was duly introduced and placed upon its first reading at a regular meeting of the City Council on the XX day of XX 2017, and that thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the XX day of XX 2017 by the following vote to wit:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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**EXHIBIT A
CODE AMENDMENTS**

Chapter 7.16 (“Smoking in Public Places and Places of Employment”) of Title 7 (“Public Safety and Welfare”) of the Laguna Woods Municipal Code is repealed in its entirety and replaced with the following:

CHAPTER 7.16 - SMOKING

Sec. 7.16.010. - Purpose and intent.

This chapter recognizes the right of persons within the city to be free from unwelcome secondhand smoke, which is deemed to be a public nuisance. The purpose and intent of this chapter is to promote and protect public health, safety, and welfare by prohibiting smoking in – and in certain locations near – multi-unit residence common areas, places of employment, and public places, as well as on governmental property and during certain hazardous fire conditions, where persons would be exposed to unwelcome secondhand smoke and also to the risks and dangers associated with fires. This chapter is further intended to ensure a cleaner and more hygienic environment for the city and its residents, businesses, visitors, and natural resources.

Sec. 7.16.020. - Definitions.

The following definitions shall govern the meaning of words and phrases used in this chapter:

(05) *Electronic smoking device* shall mean an electronic device that can be used to deliver an inhaled dose of tobacco, nicotine, marijuana, or other substance, including any component, part, or accessory of such device, whether or not sold separately. This definition includes any such device, whether manufactured, distributed, marketed, or sold as an electronic cigarette, an electronic cigar, an electronic cigarillo, an electronic pipe, an electronic vaporizer, an electronic hookah, an electronic bong, an electronic waterpipe, or any other product name or descriptor, including any component, part or accessory of such device, whether or not sold separately.

(10) *Employee* shall mean any person who is employed by an employer for direct or indirect monetary wages or profit.

(15) *Employer* shall mean any person who employs the services of an individual person or persons.

(20) *Enclosed* shall mean closed in by a roof and four walls with appropriate openings for ingress and egress.

(25) *Multi-unit residence* shall mean a building or portion thereof that contains more than one dwelling space consisting of essentially complete independent living facilities for one or more persons including, but not limited to, apartments, condominiums, cooperatives, dormitories, and group homes. “Multi-unit residence” does not include single-family residences regardless of occupancy, or facilities licensed by the State of California.

(30) *Multi-unit residence common area* shall mean any enclosed area, as well as any of the following unenclosed areas, that are accessible to and usable by the occupants or their guests for more than one dwelling space: breezeways, entryways, hallways, stairways, and other common areas in a multi-unit residence, as well as covered or semi-covered parking lots or structures. “Multi-unit residence common area” shall also mean any unenclosed patio or balcony.

(35) *Place of employment* shall have the same meaning as set forth in California Labor Code Section 6404.5, as may be amended from time to time. “Place of employment” shall also include, but is not limited to, retail or wholesale tobacco shops as that term is defined in subdivision (e)(2)(B) of California Labor Code Section 6404.5, as may be amended from time to time.

(40) *Public place* shall mean any enclosed or unenclosed area publicly or privately owned and open to the general public including, but not limited to, athletic courts and fields, auditoriums, bars, bed and breakfast establishments, breezeways, bus and other transportation shelters, businesses, cinemas, eating areas, elevators, entryways, golf courses, gymnasiums, halls, health care facilities, health club facilities, hiking trails, hospitals, hotels, libraries, lobbies, meeting rooms, motels, offices, parking lots and structures, parks,

picnic areas, play areas, plazas, pools, recreation facilities, restaurants, restrooms, seating areas, shops, stairways, streets, stores, and theaters. “Public place” shall also mean any enclosed or unenclosed place being used for an event that is open to the general public including, but not limited to, a craft fair, concert or other performance venue, farmers’ market, parade, festival, or polling place, as well as City Hall and all enclosed areas owned, leased, or operated by the City of Laguna Woods.

(45) *Smoke* shall mean the gases, particles, chemicals, or vapors released into the air as a result of combustion, electrical ignition or vaporization, when the apparent or usual purpose of the combustion, electrical ignition or vaporization is human inhalation of the byproducts, except when the combusting material contains no tobacco, nicotine, or marijuana and the purpose of inhalation is solely olfactory, such as, for example, aromatherapy or smoke from incense. “Smoke” specifically includes, but is not limited, to electronic smoking device vapors of any kind, marijuana smoke, and tobacco smoke.

(50) *Smoking* shall mean the release of gases, particles, chemicals, or vapors into the air as the result of combustion, electrical ignition, or vaporization and/or inhaling, exhaling, burning or carrying any lighted, heated or ignited cigar, cigarette, cigarillo, pipe, hookah, or any combustible plant product, including but not limited to tobacco and marijuana, intended for human inhalation. “Smoking” specifically includes, but is not limited to, the use of electronic smoking devices.

(55) *Unenclosed* shall mean not closed in by a roof and four walls with appropriate openings for ingress and egress.

(60) *Unenclosed patio or balcony* shall mean patios or balconies that are attached to multi-unit residences, except where such patios or balconies are fully enclosed with all windows and doors closed.

Sec. 7.16.030. - Smoking prohibited in public areas.

(a) In addition to all places where smoking is prohibited under state or federal law, in which case those laws shall also apply, no person shall smoke in, and smoking areas shall not be established or designated in, multi-unit

residence common areas, places of employment, or public places, or in any unenclosed area within 20 feet of an entrance, exit, window, door, opening, crack, or vent to an enclosed multi-unit residence common area, place of employment, or public place, except while actively passing on the way to another destination provided that smoke does not enter any such area.

(b) Nothing in this chapter prohibits any person with control over any property from prohibiting smoking on any part of such property, even if smoking is not otherwise prohibited in that area.

Sec. 7.16.040. - Smoking prohibited on other governmental property.

Smoking is prohibited in any enclosed or unenclosed area owned, leased, or operated by other governmental bodies including, but not limited to, the State of California, the County of Orange, special districts, and school districts, when such other governmental body has consented, in writing, to the City enforcing the provisions of this chapter on such property.

Sec. 7.16.050. - Smoking prohibited in fire hazard severity zones.

When deemed necessary by the Fire Chief, for the effective duration of any red flag warning issued by the National Weather Service which includes the City, and except when precluded by applicable law, smoking is prohibited in any unenclosed area that is located within any one or more of the City's fire hazard severity zones, as set forth in Chapter 10.13 of this Code. If, after being provided with verbal or written notice of the effectiveness of this prohibition, or if notices are posted, and a person fails to cease smoking or subsequently begins to smoke in such prohibited area, he or she shall be deemed to be in violation of this chapter.

Sec. 7.16.060. - Operations and posting requirements.

(a) No employer, owner, operator, manager, employee, or other person working in or having control of an area where smoking is prohibited by this chapter shall knowingly or intentionally permit smoking in such area. This subsection does not require the physical ejection of any person who is smoking from an area in which smoking is prohibited by this chapter or the taking of any action to prevent smoking under circumstances that would involve a risk of injury, physical harm, or property damage.

(b) The employer, owner, operator, manager, or other person having control of an enclosed area where smoking is prohibited by this chapter shall cause a sign stating “No Smoking” or “Smoking is Prohibited Except in Designated Areas”, as the case may be, to be clearly and prominently posted at each entrance to the building or structure. Notwithstanding this subsection, the presence, absence, wording, or condition of any one or more signs shall not be a defense to any violation of this chapter.

(c) The employer, owner, operator, manager, or other person having control of an unenclosed eating area that is a public place shall cause a sign stating “No Smoking” to be clearly and prominently posted at each entrance to such area. The employer, owner, operator, manager, or other person having control of an unenclosed eating area that is a public place shall also cause signs not less than two inches by two inches including the international “No Smoking” symbol to be placed on each table within an unenclosed eating area that is a public place. Notwithstanding this subsection, the presence, absence, wording, or condition of any one or more signs shall not be a defense to any violation of this chapter.

(d) The employer, owner, operator, manager, employee, or other person working in or having control of an unenclosed area where smoking is prohibited by this chapter shall ensure that no ashtray or receptacle for smoking waste is located or otherwise made available to any person in such area.

Sec. 7.16.070. - Exemptions.

The following areas are exempt from the provisions of this chapter:

- (1) Inside private residences, with the exception of areas that are considered to be multi-unit residence common areas.
- (2) Inside motor vehicles, with the exception of motor vehicles regulated by California Labor Code Section 6404.5, as may be amended from time to time, and motor vehicles parked in an area where smoking is prohibited by this chapter unless such motor vehicles are fully enclosed with all windows and doors closed.
- (3) 20 percent of the guestroom accommodations in a hotel, motel, or similar transient lodging establishment.

- (4) Medical research or treatment sites, if smoking is integral to the research or treatment being conducted.
- (5) Patient smoking areas in long-term health care facilities, as that term is defined in California Health and Safety Code Section 1418, as may be amended from time to time.

Sec. 7.16.080. - Enforcement.

- (a) The provisions of this chapter may be enforced by City personnel, the Orange County Sheriff's Department, the Orange County Fire Authority, and other persons designated by the City Manager.
- (b) Causing, permitting, aiding, abetting, or concealing a violation of any provision of this chapter shall constitute a violation of this chapter.
- (c) Any person who is found to violate any provision of this chapter shall be deemed guilty of an infraction and shall be punishable by:
 - (1) A civil fine not exceeding one hundred (\$100.00) dollars for the first violation;
 - (2) A civil fine not exceeding two hundred (\$200.00) dollars for a second violation within one year from the date of the first violation; and
 - (3) A civil fine not exceeding five hundred (\$500.00) dollars for a third or subsequent violation within one year from the date of the first violation.
- (d) Any aggrieved person may enforce the provisions of this chapter by means of a civil action on his or her own behalf pursuant to California Civil Code Section 3501 et seq.

Sec. 7.16.090. - Other applicable laws.

- (a) This chapter shall not be interpreted or construed to permit smoking where it is otherwise restricted or prohibited by other applicable laws.

- (b) This chapter regulates smoking in places of employment only to the extent that such regulation is consistent with California Labor Code Section 6404.5, as may be amended from time to time.

Section 13.06.010(d)(208) of Chapter 13.06 (“Definitions”) of Title 13 (“Zoning”) of the Laguna Woods Municipal Code is amended to read as follows (additions shown with underlining and deletions shown with ~~strike through~~):

(208) *Cigarette*: Any product that contains nicotine, is intended to be burned or heated under ordinary conditions of use for smoking or ingestion, and consists of or contains (1) any roll of tobacco wrapped in paper or in any substance not containing tobacco; (2) tobacco, in any form, that is functional in the product; or, (3) any roll of tobacco wrapped in any substance containing tobacco. “Cigarette” also includes “roll-your-own” tobacco, meaning any tobacco which, because of its appearance, type, packaging, or labeling is suitable for use and likely to be offered to, or purchased by, consumers as tobacco for making cigarettes. For purposes of this definition of “cigarette,” loose leaf, 0.09 ounces or more of “roll-your-own” tobacco shall constitute one individual “cigarette.” “Cigarette” also includes ~~“Electronic cigarettes” which means a device that can provide an inhalable dose of nicotine or tobacco by delivering a vaporized solution. “E-Cigarette” includes any such device, whether manufactured, distributed, marketed, or sold as an electronic cigarette, an electronic cigar, an electronic cigarillo, an electronic pipe, an electronic hookah, a vapor cigarette, or any other item that can provide for the smoking or ingestion of tobacco or products prepared from tobacco~~ any “electronic smoking device,” as that term is defined in Section 7.16.020(05) of this Code. ~~This~~ “Cigarette” does not include any product specifically approved or recognized by the State of California for use in the mitigation, treatment, or prevention of disease.

Section 13.08.010 (“Intent and permitted uses”) of Chapter 13.08 (“Residential Districts”) of Title 13 (“Zoning”) of the Laguna Woods Municipal Code is amended to read as follows (additions shown with underlining):

	Districts			
Land Use Types	RMF	RC	RT	Code References
<u>Tobacco and Cigarette Sales</u>	<u>X</u>	<u>X</u>	<u>X</u>	<u>7.16</u>

Section 13.10.020 (“Table of permitted uses”) of Chapter 13.10 (“Commercial Districts”) of Title 13 (“Zoning”) of the Laguna Woods Municipal Code is amended to read as follows (additions shown with underlining):

	Districts			
Land Use Types	NC	CC	PA	Code References
Tobacco and Cigarette Sales	X	U	X	<u>7.16</u>

Section 13.12.020 (“Table of permitted uses”) of Chapter 13.12 (“Open Space Districts”) of Title 13 (“Zoning”) of the Laguna Woods Municipal Code is amended to read as follows (additions shown with underlining):

	Districts		
Land Use Types	OS-P	OS-R	Code References
<u>Tobacco and Cigarette Sales</u>	<u>X</u>	<u>X</u>	<u>7.16</u>

Section 13.13.020 (“Table of permitted uses”) of Chapter 13.13 (“Community Facilities Districts”) of Title 13 (“Zoning”) of the Laguna Woods Municipal Code is amended to read as follows (additions shown with underlining and deletions shown with ~~strike-through~~):

	Community Facilities		
Land Use Types	Public/Institutional	Private	Code References
Tobacco, Magazine/Periodical Sales	X	X	
<u>Tobacco and Cigarette Sales</u>	<u>X</u>	<u>X</u>	<u>7.16</u>

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CHAPTER 7.16. - SMOKING IN PUBLIC PLACES AND PLACES OF EMPLOYMENT^[3]

Footnotes:

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Editor's note— Ord. No. 11-03, § 1, adopted Mar. 16, 2011, repealed the former Ch. 7.16, §§ 7.16.010—7.16.150, and enacted a new Ch. 7.16 as set out herein. The former Ch. 7.16 pertained to smoking in public places and places of employment and derived from Ord. No. 04-06, §§ 2—16, 8-12-2004; Ord. No. 06-06, § 2, 11-8-2006.

Sec. 7.16.010. - Purpose.

The purpose of this chapter is to protect the public health and welfare by regulating smoking in places available to and used by members of the public and in places of employment.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.020. - Definitions.

The following words and phrases, whenever used in this chapter, shall be construed as defined in this section:

- (05) *Bar* means an establishment that is devoted to the serving of alcoholic beverages for consumption by guests on the premises and in which the serving of food is only incidental to the consumption of those beverages, including but not limited to, taverns, nightclubs, cocktail lounges, and cabarets.
- (10) *Business* means a sole proprietorship, partnership, joint venture, corporation, association, or other entity formed either for-profit or not-for-profit making purposes, that is open to members of the public and/or has an employee as defined in this section.
- (15) *Employee* means a person who is employed by an employer in consideration for direct or indirect monetary wages or profit, and/or a person who volunteers his or her services for an employer, association, nonprofit or volunteer entity.
- (20) *Employer* means a person, business, partnership, association, corporation, including a municipal corporation, trust, or non-profit entity that employs the services of one or more individual persons.
- (25) *Enclosed* means closed in by a roof and contiguous walls or windows, connected floor to ceiling with appropriate opening for ingress and egress.
- (30) *Health care facility* means an office or institution providing care or treatment of diseases, whether physical, mental, or emotional, or other medical, physiological, or psychological conditions, including but not limited to, hospitals, rehabilitation hospitals or other clinics, including weight

control clinics, nursing homes, homes for the aging or chronically ill, laboratories, and offices of surgeons, chiropractors, physical therapists, physicians, dentists, and all specialists within these professions.

- (35) *Multi-unit residential facility* means a building or portion thereof that contains more than one dwelling space consisting of essentially complete independent living facilities for one or more persons and includes apartments, condominiums, cooperatives and group homes. A single family residence shared by roommates is not considered a multi-use residence for the purpose of this chapter.
- (40) *Place of employment* means an area under the control of a public or private employer that employees normally frequent during the course of employment, including, but not limited to, work areas, employee lounges, restrooms, conference rooms, meeting rooms, classrooms, employee cafeterias, hallways, and vehicles. A private residence is not a "place of employment" unless it is used as a child care, adult day care, or health care facility.
- (45) *Public place* means any enclosed area, public or private, to which the public is permitted, regardless of any fee or age requirement. A private residence is not a "public place" unless it is used as a child care, adult day care, or health care facility.
- (50) *Restaurant* means an eating establishment, including but not limited to, coffee shops, cafeterias, sandwich stands, and private and public school cafeterias, which gives or offers for sale food to the public, guests, or employees, as well as kitchens and catering facilities in which food is prepared on the premises for serving elsewhere. The term "restaurant" shall include an attached bar.
- (55) *Retail tobacco store* means a retail store utilized primarily for the sale of tobacco products and accessories and in which the sale of other products is merely incidental.
- (60) *Service area* means any area designated to be or regularly used by one or more persons to receive or wait to receive a service, enter a public place, or make a transaction whether or not the service involves the exchange of money.
- (65) *Shopping mall* means an enclosed public walkway or hall area that serves to connect retail or professional establishments.
- (70) *Smoking* means inhaling, exhaling, burning, or carrying any lighted cigar, cigarette, pipe, weed, plant, or other combustible substance in any manner or in any form.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.030. - Prohibition of smoking in public places.

Except as otherwise hereinafter provided by this chapter, smoking shall be prohibited in all:

- (1) Enclosed areas of all public places, including lobbies, elevators, reception, waiting and service areas, hallways, and other areas used by members of the public, located within the City, including but not limited to the following:

ITEM 7.1 - Attachment B

- a. Any portion of a museum, aquariums, gallery, library, or museums which is open to and used by members of the general public;
 - b. Any portion of a grocery store, supermarket or other retail food marketing establishment which is open to and used by the general public;
 - c. Any restroom open to and used by the general public;
 - d. Any portion of a theater, auditorium, clubhouse or hall which is open to the general public and used for exhibiting a motion picture, live theatrical performance, religious or spiritual service, banquet, lecture, musical recital or similar performance;
 - e. Hallways, examination rooms, rooms used for treatment, wards and semi-private rooms of health care facilities;
 - f. Any licensed child care or adult day care facility;
 - g. Lobbies, hallways, game rooms, meeting rooms, laundry rooms, and other common areas in multi-unit residential facilities;
 - h. Public transportation facilities, including buses and taxicabs, under the authority of the City of Laguna Woods, and ticket, boarding, and waiting areas of public transit depots;
 - i. Any restaurant or bar, including those in private clubs;
 - j. Any portion of a building owned, leased and/or operated by a public agency or entity which is open to and used by the public and is subject to the jurisdiction of the city;
 - k. Polling places;
 - l. Any recreation or sports facility, including but not limited to gymnasiums, enclosed swimming pools, roller skating and ice skating rinks, bowling alleys, pool halls, health spas, clubhouses and other similar places where members of the public assemble whether to engage in physical exercise, participate in athletic events or participate in sports events;
 - m. Any other business or establishment or portion of a business or establishment which is open to and used by the general public, including but not limited to banks, professional offices, retail stores, enclosed shopping malls, laundromats, beauty and barber shops, nails salons, professional offices, hotels and motels.
- (2) Unenclosed areas of the following public places, subject to the reasonable distance requirement in Section 7.16.050:
- a. Any service area where one or more persons are waiting for or receiving service of any kind, whether or not such service involves the exchange of money;
 - b. Outdoor dining areas of restaurants;
 - c. Unenclosed swimming pools in a multifamily residence;
 - d. Unenclosed hallways, entryways, breezeways, stairways and other common areas accessible and useable by more than one residence in a multifamily residential facility;
 - e.

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Balconies and patios in residential facilities. For the purpose of this chapter, balconies and patios shall include unenclosed and screened patios and balconies as well as enclosed patios and balconies unless windows and doors are closed to prevent the escape of smoke;

- f. Covered and semi-covered carports shared by more than one residential unit;
- g. Ticket, boarding and waiting areas for public transportation services;
- h. Entrances and exits to enclosed public areas;
- i. City parks and preserves;
- j. Sites of public events sponsored or co-sponsored by the City, including sports events, entertainment, ceremonies, speaking performances, pageants and fairs.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.040. - Prohibition of smoking in places of employment.

- (a) Smoking shall be prohibited in all enclosed facilities within places of employment without exception. This includes common work areas, auditoriums, classrooms, conference and meeting rooms, private offices, elevators, hallways, medical facilities, cafeterias, employee lounges, stairs, restrooms, vehicles, and all other enclosed facilities.
- (b) This prohibition on smoking shall be communicated to all existing employees by the effective date of the ordinance from which this chapter is derived and to all prospective employees upon their application for employment.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.050. - Reasonable distance.

Smoking in unenclosed areas shall be prohibited within a reasonable distance of 20 feet from any entrance, opening, crack or vent into an enclosed area where smoking is prohibited, except while actively passing on the way to another destination and so long as smoke does not enter any enclosed area in which smoking is prohibited.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.060. - Where smoking not regulated.

Notwithstanding any other provision of this chapter to the contrary, the following areas shall be exempt from the provisions of Section 7.16.030 of this chapter:

- (1) With the exception of locations specifically identified in Section 7.16.030, private residences, except when used as a licensed child care, adult day care, or health care facility.
- (2)

ITEM 7.1 - Attachment B

Hotel and motel rooms that are rented to guests and are designated as smoking rooms; provided, however, that not more than 20 percent of rooms rented to guests in a hotel or motel may be so designated. The status of rooms as smoking or nonsmoking may not be changed, except to add additional nonsmoking rooms.

- (3) Retail tobacco stores; provided that smoke from these places does not infiltrate into areas where smoking is prohibited under the provisions of this chapter.
- (4) Private and semiprivate rooms in nursing homes and long-term care facilities that are occupied by one or more persons, all of whom are smokers and have requested in writing to be placed in a room where smoking is permitted; provided that smoke from these places does not infiltrate into areas where smoking is prohibited under the provisions of this chapter.
- (5) Outdoor areas except those covered by the provisions of Sections 7.16.030 and 7.16.040.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.070. - Declaration of establishment as nonsmoking.

Notwithstanding any other provision of this chapter, an owner, operator, manager, or other person in control of an establishment, facility, or outdoor area may declare that entire establishment, facility, or outdoor area as a nonsmoking place. Smoking shall be prohibited in any place in which a sign conforming to the requirements of Section 7.16.080 of this chapter is posted.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.080. - Posting of signs.

- (a) "No Smoking" signs or the international "No Smoking" symbol (consisting of a pictorial representation of a burning cigarette enclosed in a red circle with a red bar across it) shall be clearly and conspicuously posted in every public place and place of employment where smoking is prohibited by this chapter, by the owner, operator, manager, or other person in control of that place.
- (b) Every public place and place of employment where smoking is prohibited by this chapter shall have posted at every entrance a conspicuous sign clearly stating that smoking is prohibited.
- (c) All ashtrays shall be removed from any area where smoking is prohibited by this chapter by the owner, operator, manager, or other person having control of the area.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.090. - Nonretaliation.

No person or employer shall discharge, refuse to hire, or in any manner retaliate against an employee, applicant for employment, or customer because that employee, applicant, or customer exercises any rights afforded by this chapter or reports or attempts to prosecute a violation of this chapter.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.100. - Enforcement.

- (a) The provisions of this chapter shall be enforced by the City Manager and/or his or her authorized designee.
- (b) Notice of the provisions of this chapter shall be given to all applicants for a business license/permit in the City of Laguna Woods.
- (c) Any citizen who desires may register a complaint under this chapter with the City Manager and/or his or her authorized designee who will determine if enforcement is warranted based on the facts of the complaint.
- (d) The Health Department, Fire Department, or their designees shall, while an establishment is undergoing otherwise mandated inspections, inspect for compliance with this chapter.
- (e) An owner, manager, operator, or employee of an establishment regulated by this chapter shall inform persons violating this chapter of the appropriate provisions thereof.
- (f) Notwithstanding any other provision of this chapter, an employee or private citizen may bring legal action to enforce this chapter.
- (g) In addition to the remedies provided by the provisions of this section, the City Manager or any person aggrieved by the failure of the owner, operator, manager, or other person in control of a public place or a place of employment to comply with the provisions of this chapter may apply for injunctive relief to enforce those provisions in any court of competent jurisdiction.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.110. - Violations and penalties.

- (a) A person who smokes in an area where smoking is prohibited by the provisions of this chapter shall be guilty of an infraction, punishable by a fine not exceeding \$50.00.
- (b) A person who owns, manages, operates, or otherwise controls a public place or place of employment and who fails to comply with the provisions of this chapter shall be guilty of an infraction, punishable by:
 - (1) A fine not exceeding \$100.00 for a first violation.
 - (2) A fine not exceeding \$200.00 for a second violation within one year.
 - (3) A fine not exceeding \$500.00 for each additional violation within one year.
- (c) In addition to the fines established by this section, violation of this chapter by a person who owns, manages, operates, or otherwise controls a public place or place of employment may result in the suspension or revocation of any permit or license issued to the person for the premises on which the violation occurred.
- (d)

Each day on which a violation of this chapter occurs shall be considered a separate and distinct violation.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.120. - Public education.

The City shall engage in a continuing program to explain and clarify the purposes and requirements of this chapter to citizens affected by it, and to guide owners, operators, and managers in their compliance with it. The program may include publication of a brochure for affected businesses and individuals explaining the provisions of this chapter.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.130. - Governmental agency cooperation.

The City Manager shall annually request other governmental and educational agencies having facilities within the City to establish local operating procedures in cooperation and compliance with this chapter. This includes urging all Federal, State, County and School District agencies to update their existing smoking control regulations to be consistent with the current health findings regarding secondhand smoke.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.140. - Other applicable laws.

This chapter shall not be interpreted or construed to permit smoking where it is otherwise restricted by other applicable laws.

(Ord. No. 11-03, § 2, 3-16-2011)

Sec. 7.16.150. - Liberal construction.

This chapter shall be liberally construed so as to further its purposes.

(Ord. No. 11-03, § 2, 3-16-2011)

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The Health Consequences of Smoking—50 Years of Progress

A Report of the Surgeon General

Executive Summary



U.S. Department of Health and Human Services

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2014

U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES
Public Health Service
Office of the Surgeon General
Rockville, MD



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For more information

For more information about the Surgeon General's report, visit www.surgeongeneral.gov.

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Message from Kathleen Sebelius

Secretary of Health and Human Services

Fifty years after the release of the first Surgeon General's report warning of the health hazards of smoking, we have learned how to end the tobacco epidemic. Over the past five decades, scientists, researchers and policy makers have determined what works, and what steps must be taken if we truly want to bring to a close one of our nation's most tragic battles—one that has killed ten times the number of Americans who died in all of our nation's wars combined.

In the United States, successes in tobacco control have more than halved smoking rates since the 1964 landmark Surgeon General's report came out. Americans' collective view of smoking has been transformed from an accepted national pastime to a discouraged threat to individual and public health. Strong policies have largely driven cigarette smoking out of public view and public air space. Thanks to smokefree laws, no longer is smoking allowed on airplanes or in a growing number of restaurants, bars, college campuses and government buildings.

Evidence in this new report shows tobacco's continued, immense burden to our nation—and how essential ending the tobacco epidemic is to our work to increase the life expectancy and quality of life of all Americans. This year alone, nearly one-half million adults will still die prematurely because of smoking. Annually, the total economic costs due to tobacco are now over \$289 billion. And if we continue on our current trajectory, 5.6 million children alive today who are younger than 18 years of age will die prematurely as a result of smoking.

I believe that we can make the next generation tobacco-free. And I am extremely proud of the Obama Administration's tobacco-control record. For example, the 2009 *Children's Health Insurance Program Reauthorization Act* included an unprecedented \$0.62 tax increase that raised the federal excise tax to \$1.01 per pack of cigarettes; we know that increasing the cost of cigarettes is one of the most powerful interventions we can make to prevent smoking and reduce prevalence. Building on this knowledge, the President's Fiscal Year 2014 Budget includes a \$0.94 per pack Federal tobacco tax increase. For the first time in history, the 2009 *Family Smoking Prevention and Tobacco Control Act* (*Tobacco Control Act*) gave the U.S. Food and Drug Administration comprehensive authority to regulate tobacco products, which will play a critical role in reducing the harm caused by these products. The *Tobacco Control Act* also provided for user fees to be paid by tobacco manufacturers that can support sustained public education media campaigns targeting youth prevention and cessation. The 2010 *Affordable Care Act* (*ACA*) expands access to smoking cessation services and now requires most insurance companies to cover cessation treatments. The *Affordable Care Act's* Public Health and Prevention Fund is supporting innovative and effective community-based programs as well as public education campaigns promoting prevention and helping people to quit.

All of these tobacco control interventions are known to reduce tobacco use and, as a result, tobacco's extraordinary toll of death and disease. But in order to free the next generation from these burdens, we must redouble our tobacco control efforts and enlist nongovernmental partners—and society as a whole—to share in this responsibility. Ending the devastation of tobacco-related illness and death is not in the jurisdiction of any one entity. We must all share in this most worthwhile effort to end the tobacco epidemic.

Message from Howard Koh
Assistant Secretary for Health

The nation stands poised at the crossroads of tobacco control. On one hand, we can celebrate tremendous progress 50 years after the landmark 1964 Surgeon General's report: *Smoking and Health*. Adult smoking rates have fallen from about 43% (1965) to about 18% today. Mortality rates from lung cancer, the leading cause of cancer death in this country, are declining. Most smokers visiting health care settings are now routinely asked and advised about tobacco use. On the other hand, cigarette smoking remains the chief preventable killer in America, with more than 40 million Americans caught in a web of tobacco dependence. Each day, more than 3,200 youth (younger than 18 years of age) smoke their first cigarette and another 2,100 youth and young adults who are occasional smokers progress to become daily smokers. Furthermore, the range of emerging tobacco products complicates the current public health landscape.

In this context, the 50th Anniversary of the Surgeon General's report prompts us to pause and ask why this addiction persists when proven interventions can eliminate it. Of great concern, too many in our nation assume that past success in tobacco control guarantees future progress; nothing can be further from the truth. To rejuvenate and reinvigorate national efforts, in 2010, the U.S. Department of Health and Human Services unveiled its first ever strategic plan for tobacco control. *Ending the Tobacco Epidemic: A Tobacco Control Strategic Action Plan* provides a critical framework to guide efforts to rapidly drop prevalence rates of smoking among youth and adults. A major foundation and pillar of the plan is to encourage and promote leadership throughout all sectors of society. Now, this current 2014 Surgeon General's report can accelerate that leadership to fully implement the life-saving prevention that can make the next generation free of tobacco-related death and disease.

We have many tools that we know work. A comprehensive public policy approach emphasizing mass media campaigns to encourage prevention and quit attempts, smokefree policies, restrictions on youth access to tobacco products, and price increases can collectively drive further meaningful reductions in tobacco use. Furthermore, we can accelerate progress through full commitment to clinical and public health advances; including the widespread use of telephone quit lines and science-based counseling and medications for tobacco users. Promoting progress today also requires recognizing that tobacco use has evolved from being an equal-opportunity killer to one threatening the most vulnerable members of our society. We must confront, and reverse, the tragically higher tobacco use rates that threaten persons of low socioeconomic status, sexual minorities, high school dropouts, some racial/ethnic minority groups, and those living with mental illness and substance use disorders.

Of all the accomplishments of the 20th century, historians rank the 1964 Surgeon General's report as one of the seminal public health achievements of our time. Armed with both science and resolve, we can continue to honor the legacy of the report by completing the work it began in the last century. The current 2014 Surgeon General's report represents a national vision for getting the job done. With strategy, commitment, and action, our nation can leave the crossroads and move forward to end the tobacco epidemic once and for all.

Foreword

Fifty years have passed since publication of the landmark report of the Surgeon General's Advisory Committee on smoking and health. This report highlights both the dramatic progress our nation has made reducing tobacco use and the continuing burden of disease and death caused by smoking.

As a physician, when I think about smoking, I recall the patients I have cared for. The man who had a leg amputated. The woman who had to gasp for every single breath that she took. The man with heart disease who hoped to see his son graduate, but didn't live long enough to do so. That's the reality of smoking that health care providers see every day.

The prevalence of current cigarette smoking among adults has declined from 42% in 1965 to 18% in 2012. However, more than 42 million Americans still smoke. Tobacco has killed more than 20 million people prematurely since the first Surgeon General's report in 1964. The findings in this report show that the decline in the prevalence of smoking has slowed in recent years and that burden of smoking-attributable mortality is expected to remain at high and unacceptable levels for decades to come unless urgent action is taken.

Recent surveys monitoring trends in tobacco use indicate that more people are using multiple tobacco products, particularly youth and young adults. The percentage of U.S. middle and high school students who use electronic, or e-cigarettes, more than doubled between 2011 and 2012. We need to monitor patterns of use of an increasingly wide array of tobacco products across all of the diverse segments of our society, particularly because the tobacco industry continues to introduce and market new products that establish and maintain nicotine addiction.

Tobacco control efforts need to not only address the general population, but also to focus on populations with a higher prevalence of tobacco use and lower rates of quitting. These populations include people from some racial/ethnic minority groups, people with mental illness, lower educational levels and socioeconomic status, and certain regions of the country. We now have proven interventions and policies to reduce tobacco initiation and use among youth and adults.

With intense use of proven interventions, we can save lives and reduce health care costs. In 2012, the Centers for Disease Control and Prevention (CDC) launched the first-ever paid national tobacco education campaign — *Tips From Former Smokers (Tips)* — to raise awareness of the harms to health caused by smoking, encourage smokers to quit, and encourage nonsmokers to protect themselves and their families from exposure to secondhand smoke. It pulled back the curtain in a way that numbers alone cannot, and showed the tobacco-caused tragedies that we as health care professionals see and are saddened by every day. As a result of this campaign, an estimated 1.6 million smokers made an attempt to quit and, based on a conservative estimate, at least 100,000 smokers quit for good. Additionally, millions of nonsmokers talked with friends and family about the dangers of smoking and referred smokers to quit services. In 2013, CDC launched a new round of advertisements that helped even more people quit smoking by highlighting the toll that smoking-related illnesses take on smokers and their loved ones.

CDC has also established reducing tobacco use as one of its "Winnable Battles." These are public health priorities with large-scale impact on health that have proven effective strategies to address them. CDC believes that with additional effort and support for evidence-based, cost-effective policy and program strategies to reduce tobacco use, we can reduce smoking substantially, prevent millions of people from being killed by tobacco, and protect future generations from smoking.

While we have made tremendous progress over the past 50 years, sustained and comprehensive efforts are needed to prevent more people from having to suffer the pain, disability, disfigurement, and death that smoking causes. Most Americans who have ever smoked have already quit, and most smokers who still smoke want to quit. If we continue to implement tobacco prevention and cessation strategies that have proven effective in reducing tobacco use, people throughout our country will live longer, healthier, more productive lives.

Thomas R. Frieden, M.D., M.P.H.
Director
Centers for Disease Control and Prevention

Preface

*from the Acting Surgeon General,
U.S. Department of Health and Human Services*

On January 11, 1964, Luther L. Terry, M.D., the 9th Surgeon General of the United States, released the first report on the health consequences of smoking: *Smoking and Health: Report of the Advisory Committee of the Surgeon General of the Public Health Service*. That report marked a major step to reduce the adverse impact of tobacco use on health worldwide.

Over the past 50 years, 31 Surgeon General's reports have utilized the best available evidence to expand our understanding of the health consequences of smoking and involuntary exposure to tobacco smoke. The conclusions from these reports have evolved from a few causal associations in 1964 to a robust body of evidence documenting the health consequences from both active smoking and exposure to secondhand smoke across a range of diseases and organ systems.

The 2004 report concluded that smoking affects nearly every organ of the body, and the evidence in this report provides even more support for that finding. A half century after the release of the first report, we continue to add to the long list of diseases caused by tobacco use and exposure to tobacco smoke. This report finds that active smoking is now causally associated with age-related macular degeneration, diabetes, colorectal cancer, liver cancer, adverse health outcomes in cancer patients and survivors, tuberculosis, erectile dysfunction, orofacial clefts in infants, ectopic pregnancy, rheumatoid arthritis, inflammation, and impaired immune function. In addition, exposure to secondhand smoke has now been causally associated with an increased risk for stroke.

Smoking remains the leading preventable cause of premature disease and death in the United States. The science contained in this and prior Surgeon General's reports provide all the information we need to save future generations from the burden of premature disease caused by tobacco use. However, evidence-based interventions that encourage quitting and prevent youth smoking continue to be underutilized. This report strengthens our resolve to work together to accelerate and sustain what works—such as hard-hitting media campaigns, smokefree air policies, optimal tobacco excise taxes, barrier-free cessation treatment, and comprehensive statewide tobacco control programs funded at CDC-recommended levels. At the same time, we will explore “end game” strategies that support the goal of eliminating tobacco smoking, including greater restrictions on sales. It is my sincere hope that 50 years from now we won't need another Surgeon General's report on smoking and health, because tobacco-related disease and death will be a thing of the past. Working together, we can make that vision a reality.

Boris D. Lushniak, M.D., M.P.H.
Rear Admiral, U.S. Public Health Service
Acting Surgeon General
U.S. Department of Health and Human Services

Overview

For the United States, the epidemic of smoking-caused disease in the twentieth century ranks among the greatest public health catastrophes of the century, while the decline of smoking consequent to tobacco control is surely one of public health's greatest successes. However, the current rate of progress in tobacco control is not fast enough, and much more needs to be done to end the tobacco epidemic. Unacceptably high levels of smoking-attributable disease and death, and the associated costs, will persist for decades without changes in our approach to slowing and even ending the epidemic. If smoking persists at the current rate among young adults in this country, 5.6 million of today's Americans younger than 18 years of age are projected to die prematurely from a smoking-related illness (Chapter 12).

More than 20 million Americans have died as a result of smoking since the first Surgeon General's report on smoking and health was released in 1964 (Table 1) (Chapter 12). Most were adults with a history of smoking, but nearly 2.5 million were nonsmokers who died from heart disease or lung cancer caused by exposure to secondhand smoke. Another 100,000 were babies who died of sudden infant death syndrome (often referred to as SIDS) or complications from prematurity, low birth weight, or

other conditions caused by parental smoking, particularly smoking by the mother.

As these figures illustrate, the harms caused by the historic patterns of tobacco use in the United States, and especially by cigarette smoking, are staggering. More than 10 times as many U.S. citizens have died prematurely from cigarette smoking than have died in all the wars fought by the United States during its history. Study after study has confirmed the magnitude of the harm caused to the human body by exposure to toxicants and carcinogens found in tobacco smoke. Since 1964, the 31 previous Surgeon General's reports have chronicled a still growing but already conclusive body of evidence about the adverse impact of tobacco use on human cells and organs and on overall health. Health statistics show that all populations are affected.

Previous Surgeon General's reports have tracked the evolution of cigarettes into the current highly engineered, addictive, and deadly products containing thousands of chemicals that are harmful in themselves, but the burning of tobacco produces the complex chemical mixture of more than 7,000 compounds that cause a wide range of diseases and premature deaths as a result (U.S. Department of Health and Human Services [USDHHS] 2010). Although the prevalence of smoking has declined significantly over the past one-half century, the risks for smoking-related disease and mortality have not. In fact, today's cigarette smokers—both men and women—have a much higher risk for lung cancer and chronic obstructive pulmonary disease (COPD) than smokers in 1964, despite smoking fewer cigarettes (see Chapters 6, 7, and 11, and Figure 12.2 and Figure 13.16).

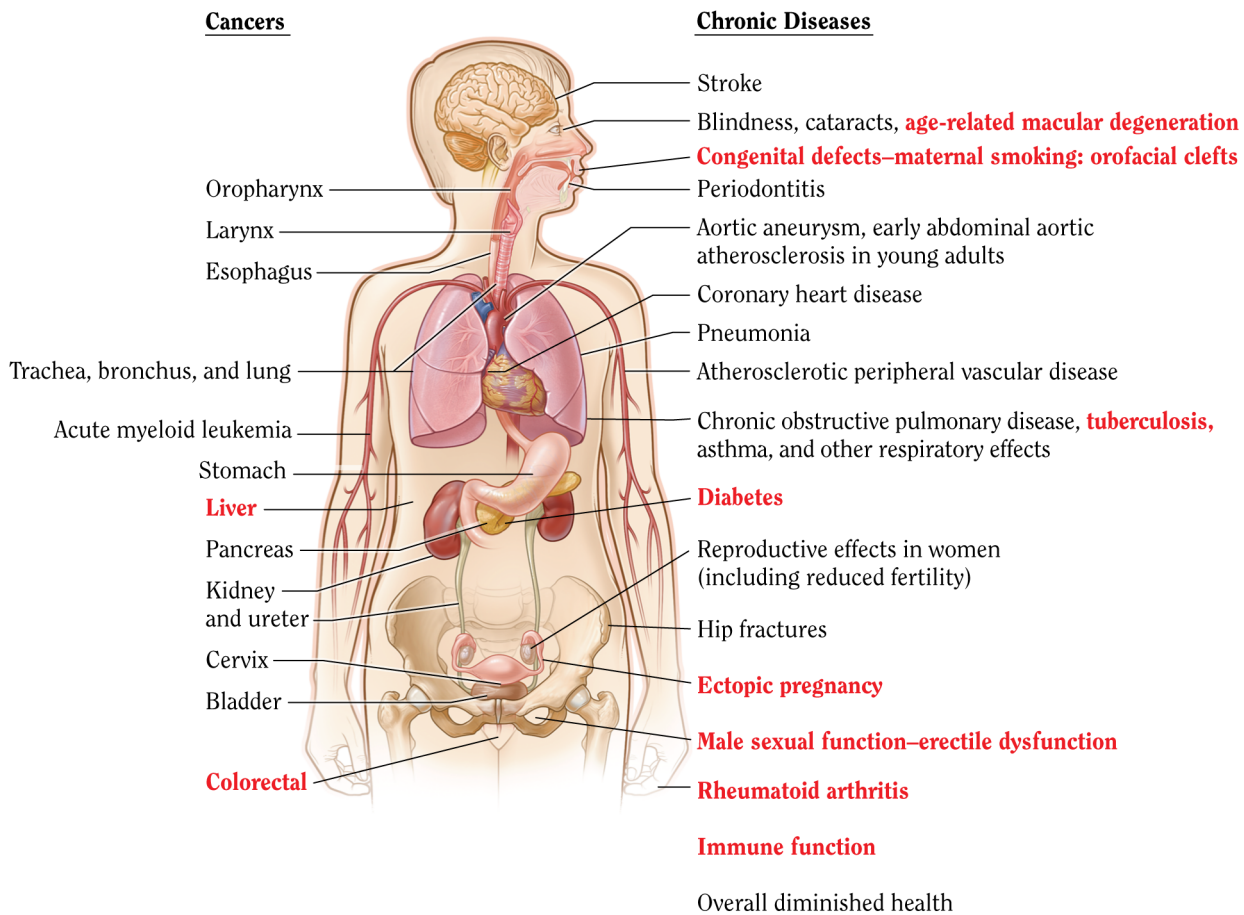
The 2004 Surgeon General's report showed that smoking impacts nearly every organ of the body (USDHHS 2004). The 2006 report concluded that the scientific evidence indicates that there is no risk-free level of exposure to secondhand smoke (USDHHS 2006). The new evidence in this report provides still more support for these conclusions. Fifty years after the first report in 1964, it is striking that the scientific evidence in this report expands the list of diseases and other adverse health effects caused by smoking and exposure of nonsmokers to tobacco smoke. Figures 1.1A and 1.1B highlight these new findings and show that the disease risks are even greater than presented in previous reports. These new findings include:

- Liver cancer and colorectal cancer are added to the long list of cancers caused by smoking;

Table 1 Premature deaths caused by smoking and exposure to secondhand smoke, 1965–2014

Cause of death	Total
Smoking-related cancers	6,587,000
Cardiovascular and metabolic diseases	7,787,000
Pulmonary diseases	3,804,000
Conditions related to pregnancy and birth	108,000
Residential fires	86,000
Lung cancers caused by exposure to secondhand smoke	263,000
Coronary heart disease caused by exposure to secondhand smoke	2,194,000
Total	20,830,000

Source: Centers for Disease Control and Prevention, National Center for Chronic Disease Prevention and Health Promotion, Office on Smoking and Health, unpublished data.

Figure 1A The health consequences causally linked to smoking

Source: USDHHS 2004, 2006, 2012.

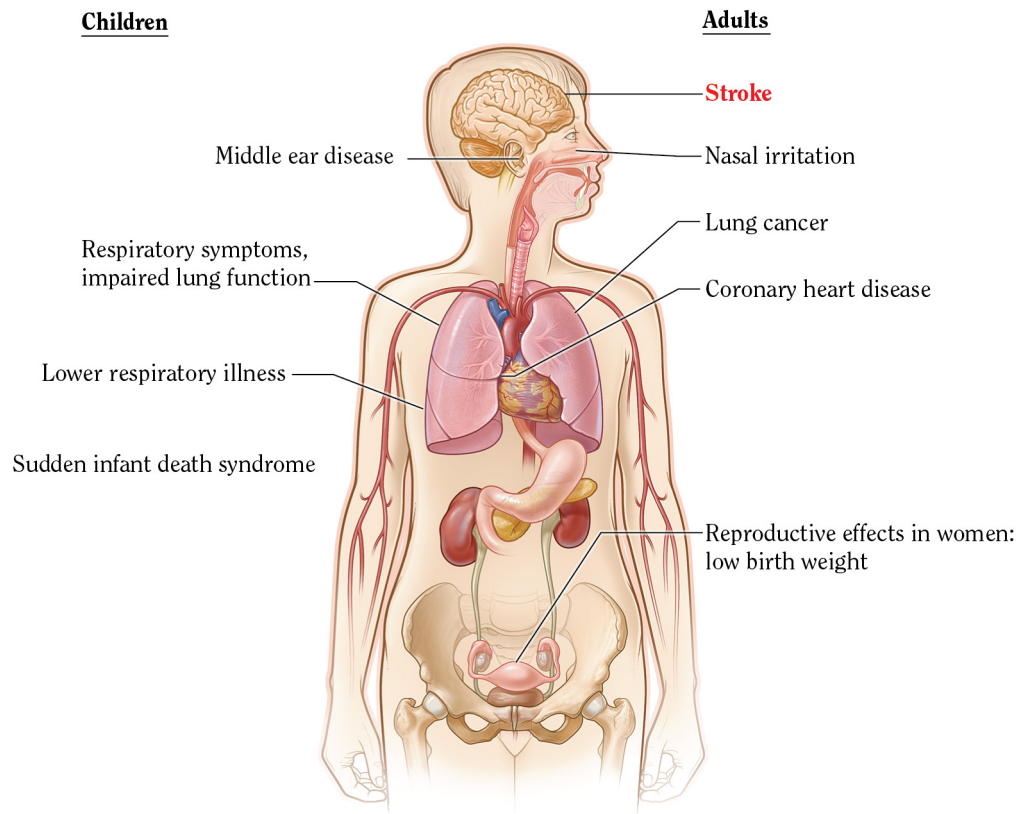
Note: The condition in **red** is a new disease that has been causally linked to smoking in this report.

- Exposure to secondhand smoke is a cause of stroke;
- Smoking increases the risk of dying from cancer and other diseases in cancer patients and survivors;
- Smoking is a cause of diabetes mellitus; and
- Smoking causes general adverse effects on the body including inflammation and it impairs immune function. Smoking is a cause of rheumatoid arthritis.

Progress has been made in tobacco control. During the 50 years since the 1964 report, approaches have moved from single measures, such as small text-only pack warnings, to implementing comprehensive control programs,

including indoor smoking bans, support for cessation, restrictions on advertising and promotion, media campaigns, and tax hikes to raise prices (Chapters 2 and 14). Smoking rates have declined, as have mortality rates for some diseases caused by smoking, such as heart disease and lung cancer for which smoking is the major cause.

Nonetheless, between 2005–2009, smoking was responsible for more than 480,000 premature deaths annually among Americans 35 years of age and older (Chapter 12). More than 87% of lung cancer deaths, 61% of all pulmonary disease deaths, and 32% of all deaths from coronary heart disease were attributable to smoking and exposure to secondhand smoke. Additionally, if current trends continue 5.6 million U.S. youth who are currently younger than 18 years of age will die prematurely during adulthood from their smoking (Chapter 12).

Figure 1B The health consequences causally linked to exposure to secondhand smoke

Source: USDHHS 2004, 2006.

Note: The condition in **red** is a new disease that has been causally linked to smoking in this report.

Many of the findings in this report have particular relevance to women who are current smokers. For the first time ever, they are as likely as men to die from many diseases caused by smoking (Chapter 12). The relative risk for dying from coronary heart disease among women 35 years of age and older is now higher than for men. Because the risks for women have increased so much in the last decades, women who smoke now have about the same high risk of death from lung cancer as men.

In addition to the impact that smoking has on health and well-being, the nation pays enormous financial costs because of smoking. Productivity losses from premature death alone now exceed \$150 billion per year (Chapter 12). Additionally, the value of lost productivity due to premature deaths caused by exposure to secondhand smoke is now estimated to be \$5.6 billion per year. The annual costs of direct medical care of adults attributable to smoking are now estimated to be over \$130 billion (Chapter 12).

This comprehensive report chronicles the devastating consequences of 50 years of tobacco use in the United States. It updates data on the numerous health effects resulting from smoking and exposure to secondhand smoke, and details public health trends, both favorable and unfavorable, in tobacco use. This report marks the steady progress achieved in reducing the prevalence of smoking and validates tobacco control strategies that have consistently proven to be effective. It also examines strategies with the potential to eradicate the death and disease caused by the tobacco epidemic at long last, and identifies specific measures that should be taken immediately to move smoking off its decades-old number one spot as the largest single cause of preventable death and disease for the citizens of the United States. Finally, the report documents that effective interventions are available and calls for their full implementation.

Major Conclusions from the Report

1. The century-long epidemic of cigarette smoking has caused an enormous avoidable public health tragedy. Since the first Surgeon General's report in 1964 more than 20 million premature deaths can be attributed to cigarette smoking.
 2. The tobacco epidemic was initiated and has been sustained by the aggressive strategies of the tobacco industry, which has deliberately misled the public on the risks of smoking cigarettes.
 3. Since the 1964 Surgeon General's report, cigarette smoking has been causally linked to diseases of nearly all organs of the body, to diminished health status, and to harm to the fetus. Even 50 years after the first Surgeon General's report, research continues to newly identify diseases caused by smoking, including such common diseases as diabetes mellitus, rheumatoid arthritis, and colorectal cancer.
 4. Exposure to secondhand tobacco smoke has been causally linked to cancer, respiratory, and cardiovascular diseases, and to adverse effects on the health of infants and children.
 5. The disease risks from smoking by women have risen sharply over the last 50 years and are now equal to those for men for lung cancer, chronic obstructive pulmonary disease, and cardiovascular diseases.
 6. In addition to causing multiple diseases, cigarette smoking has many adverse effects on the body, such as causing inflammation and impairing immune function.
 7. Although cigarette smoking has declined significantly since 1964, very large disparities in tobacco use remain across groups defined by race, ethnicity, educational level, and socioeconomic status and across regions of the country.
 8. Since the 1964 Surgeon General's report, comprehensive tobacco control programs and policies have been proven effective for controlling tobacco use. Further gains can be made with the full, forceful, and sustained use of these measures.
 9. The burden of death and disease from tobacco use in the United States is overwhelmingly caused by cigarettes and other combusted tobacco products; rapid elimination of their use will dramatically reduce this burden.
 10. For 50 years the Surgeon General's reports on smoking and health have provided a critical scientific foundation for public health action directed at reducing tobacco use and preventing tobacco-related disease and premature death.
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The 2014 Surgeon General's report is presented in three sections:

Section 1: Historical Perspective, Overview, and Conclusions;

Section 2: The Health Consequences of Active and Passive Smoking: The Evidence in 2014; and

Section 3: Tracking and Ending the Epidemic.

The following is a summary of the contents of each section.

Section 1: Historical Perspective, Overview, and Conclusions

When Dr. Luther L. Terry released the first Surgeon General's report on smoking and health in January 1964, few could have anticipated the long-term impact it would have on this nation's health. The report reviewed more than 7,000 research articles related to smoking and disease—the evidence considered dated to the early twentieth century but most came from the wave of research that started at mid-century. The initial report concluded that smoking was associated with higher all-cause mortality rates among men, was a cause of lung cancer and laryngeal cancer in men, was a probable cause of lung cancer in women, and was the most important cause of bronchitis (U.S. Department of Health, Education, and Welfare 1964). News coverage of the report was extensive, and the release of the report was ranked among the top news stories of the twentieth century (*USA Today* 1999).

Nonetheless, public attitudes about smoking and its adverse health effects were slow to change, and smoking declined slowly after the report. In 1964, more than one-half of men and nearly one-third of women were regular smokers; it took approximately 15 years for rates of smoking among men to drop by one-quarter or more (Chapter 2). The scientific evidence helped to launch public health campaigns about the dangers of smoking. The tobacco industry attempted to counter these campaigns through aggressive advertising. It used a variety of tactics to create doubt about the findings on smoking and health and launched marketing strategies that obscured the dangers of smoking by implying that certain cigarettes were safer

than others. In fact, rates of smoking among women actually increased in the years following the first Surgeon General's report.

During the decades that followed, however, a number of local, state, and federal laws and policies addressed tobacco product marketing and advertising, labeling and packaging, youth access, and exposure to secondhand smoke. Social norms that had made smoking acceptable everywhere began to change as a grassroots movement aimed at protecting nonsmokers emerged. Surgeon General's reports on the impact of tobacco use on specific populations, the changing cigarette, nicotine addiction, specific smoking-related diseases, and secondhand smoke gave impetus to a steady movement away from smoking as an acceptable social norm. The prevalence of smoking among adults is now less than one-half of what it was in 1964, and the prevalence among youth is less than one-half. A 2011 Gallup poll reported that for the first time, a majority of Americans supported a ban on smoking in all public places (Newport 2011).

The ongoing story of tobacco use covered in this Surgeon General's report illustrates the complexity and dynamic nature of the issue. This report examines smoking from a public health standpoint; as a cultural and social phenomenon; as an extension of the tobacco industry's aggressive and fraudulent campaigns to mislead the public on health hazards; and from legal, policy, and public education perspectives.

Section 2: The Health Consequences of Active and Passive Smoking: The Evidence in 2014

Since 1964, the evidence on smoking and health has expanded greatly; the list of adverse consequences of tobacco smoking has lengthened progressively; and since the 1970s, scientific research has linked the inhalation of secondhand smoke by nonsmokers to specific diseases and other adverse effects. Even in this report, a half-century following the first report, the evidence has been found sufficient to infer further causal associations of active and passive smoking with disease.

Nicotine and Addiction: Nicotine was found to be addicting in the 1988 Surgeon General's report (USDHHS

1988). That conclusion has been repeatedly reaffirmed in subsequent reports, and nicotine addiction figures centrally in initiation and in the difficulty of cessation (USDHHS 2010, 2012). Additionally, nicotine is a pharmacologically active agent that has acute toxicity and that readily enters the body and is distributed throughout. Beyond causing addiction, it activates multiple biologic pathways that are relevant to fetal growth and development, immune function, the cardiovascular system, the central nervous system, and carcinogenesis. Nicotine exposure during fetal development, a critical window

for the brain, has lasting adverse consequences for brain development. Nicotine exposure during pregnancy also contributes to adverse reproductive outcomes, such as preterm birth and stillbirth.

Cancer: Lung cancer, the first of many deadly diseases to be identified in a Surgeon General's report as being caused by smoking (Chapter 6), is now the nation's most common cancer killer among men and women. Two studies carried out by the American Cancer Society have been key sources of information on the risks of lung cancer in smokers. These two studies each followed more than 1 million U.S. men and women, starting in 1959 for the first study and then again in 1982 for the second. Results from these studies have now been compared with data combined from several large populations followed from 2000–2010 (Thun et al. 1997a,b, 2013). Although the risk of lung cancer for never smokers in all three studies stayed about the same, the risk to smokers increased steadily. Among women, risk of lung cancer went up dramatically. In the 1959 study, women smokers were 2.7 times more likely than women never smokers to develop lung cancer; by 2000–2010 that additional risk for women smokers had jumped nearly tenfold, to 25.7. For men who smoked, the risk more than doubled, from 12.2 to 25.0 between the first and last studies. These relative risks increased over the same period as the prevalence of smoking and the average number of cigarettes consumed per smoker decreased. Although the incidence of squamous cell carcinoma of the lung—the type of lung cancer most often diagnosed among smokers at the start of the lung cancer epidemic—declined as smoking rates dropped, the incidence of adenocarcinoma of the lung increased dramatically. Evidence suggests that changes in the composition and design of the cigarette itself may have had some impact on the relative risk of lung cancer, as well as on the shift in the types of lung cancer occurring in the contemporary cohorts of smokers (Thun et al. 2013).

This latest Surgeon General's report also evaluated the evidence on other cancers, and concluded that smoking is a cause of liver cancer and of colorectal cancer, the fourth most diagnosed cancer in the United States and the cancer responsible for the second largest number of cancer deaths annually (Chapter 6). The report found that the evidence is suggestive but insufficient to conclude that smoking and exposure to secondhand smoke cause breast cancer, and that smoking is not a cause for prostate cancer. The report also found that smoking increases the risk of dying from cancer and other diseases in cancer patients and survivors, including breast and prostate cancer patients.

Respiratory diseases: In the 1964 Surgeon General's report, smoking was found to be a cause of “chronic

bronchitis,” a term used then for the disease now generally referred to as chronic obstructive pulmonary disease (COPD) (Fletcher et al. 1959). Because smoke is inhaled into the lung and its components are deposited and absorbed in the lungs, it has long been linked to adverse effects on the respiratory system, causing malignant and nonmalignant diseases, exacerbating chronic lung diseases, and increasing the risk for respiratory infections. The scientific literature showing associations with multiple diseases of the respiratory tract is extensive as is the evidence supporting the biologic plausibility of smoking as a cause of these associations (Chapter 7). This report has reviewed the updated evidence on COPD. Mortality from COPD continues to rise, and smoking remains responsible for the vast majority of cases (Chapter 7). As for lung cancer, comparison of the findings of the two American Cancer Society studies with the more recent studies spanning 2000–2010 showed rising risks for COPD, particularly in women. Recent studies show that the relative risk for COPD in women has risen greatly, reaching 22.4 compared to never smokers, and similar to the risk in men (Thun et al. 2013).

For asthma, another obstructive lung disease, the evidence was found to be sufficient to infer that smoking worsens asthma in adults who smoke (Chapter 7). The benefits of implementing smokefree policies have been shown for workers with asthma (Eisner et al. 1998; Menzies et al. 2006; Ayres et al. 2009; Wilson et al. 2012). Evidence considered in this report points to a reduction in admissions for respiratory diseases following the implementation of a smokefree policy (Tan and Glantz 2012). Tuberculosis was once a leading cause of death in the United States. Now far less frequent in the United States, it remains prominent worldwide. Evidence reported over the last decade is sufficient to lead to a conclusion that smoking increases the risk for tuberculosis and for dying from tuberculosis (Chapter 7).

Cardiovascular diseases: Although lung cancer is often assumed to be the largest smoking-attributable cause of death in the United States, cardiovascular disease actually claims more lives of smokers 35 years of age and older every year compared with lung cancer (Chapter 8). Exposure to secondhand smoke causes significantly more deaths due to cardiovascular disease than due to lung cancer, and this new report finds that exposure to secondhand smoke is also a cause of stroke. Exposure to secondhand smoke increases the risk for stroke by an estimated 20–30%. Even so, the evidence is clear that reductions in smoking and exposure to secondhand smoke have contributed to the decline in death rates from cardiovascular diseases since the late 1960s. Smokefree laws and policies have been proven to reduce the incidence of heart attacks

and other coronary events among people younger than 65 years of age, and evidence suggests that there could be a relationship between such laws and policies and a reduction in cerebrovascular events.

Diabetes: Previous Surgeon General's reports have found that smoking complicates the treatment of diabetes and that smokers who have been diagnosed with diabetes are at a higher risk for kidney disease, blindness, and circulatory complications leading to amputations. This report concludes that smoking is a cause of type 2 diabetes mellitus, and that the risk of developing diabetes is 30–40% higher for active smokers than nonsmokers (Chapter 10). Furthermore, the risk of developing diabetes increases as the number of cigarettes smoked grows.

Immune and autoimmune disorders: This report finds that smoking is a cause of general adverse effects on the body, including systemic inflammation and impaired immune function (Chapter 10). One result of this altered immunity is increased risk for pulmonary infections among smokers. For example, risks for *Mycobacterium tuberculosis* and for death from tuberculosis disease are higher for smokers than nonsmokers (Chapter 7). Additionally, smoking is known to compromise the equilibrium of the immune system, increasing the risk for several immune and autoimmune disorders. This report finds that smoking is a cause of rheumatoid arthritis, and that smoking interferes with the effectiveness of certain treatments for rheumatoid arthritis (Chapter 10).

Reproductive effects: Several additional adverse reproductive effects are now found to be attributable to smoking (Chapter 9). One is ectopic pregnancy, in which the embryo implants in the Fallopian tube or elsewhere outside the uterus. Ectopic pregnancy is very rarely a survivable condition for the fetus and is a potentially fatal condition for the mother. This report finds that maternal smoking during early pregnancy is causal for orofacial clefts in infants, and evidence suggests that smoking could be associated with certain other birth defects. This report also finds that the evidence is now sufficient to conclude that there is a causal relationship between smoking and erectile dysfunction in men.

Eye disease: The retina is a delicate, light-sensitive tissue that lines the inside of the eye. The macula is the most sensitive part of the retina and is the part of the eye that supplies sharp vision. Age-related macular degeneration (AMD) gradually destroys the macula and can ultimately lead to loss of vision in the center of the eye. This report finds that smoking is a cause of AMD (Chapter 10). Evidence in the report also suggests that quitting smoking may reduce the risk for AMD, but the reduced risk may not appear for 20 or more years after smoking cessation.

General health: Smokers have long been known to suffer from poorer general health than nonsmokers, beginning at an early age and extending throughout adult life (Chapter 11). Although emphasis has been given to smoking as a cause of specific and avoidable diseases, it is a powerful cause of ill-health generally. These health deficits not only reduce the quality of life of smokers but also affect their participation in the workplace and increase their costs to the health care system.

All-cause mortality: The evidence in this report reaffirms that smoking is a major cause of premature death (Chapter 11). During the past 50 years, as generations of men and women who began smoking in adolescence and continued to smoke into middle and older ages have been stricken with the health consequences of lifetime smoking, the relative risk for all-cause mortality associated with current cigarette smoking has increased. The age-standardized relative risk, comparing the all-cause death rate in current smokers to that of never smokers, has more than doubled in men and more than tripled in women during the years since the release of the first Surgeon General's report on smoking and health. The lives of smokers are cut short by the development of the many diseases caused by smoking and by their greater risk of dying from common health events, such as complications of routine surgeries and pneumonia. Smoking shortens life far more than most other risk factors for early mortality; smokers are estimated to lose more than a decade of life. Smoking cessation by 40 years of age reduces that loss approximately 90%. Even stopping by about 60 years of age reduces that loss approximately 40%. However, reducing the number of cigarettes smoked per day is much less effective than quitting entirely for avoiding the risks of premature death from all smoking-related causes of death.

Much of this 50th anniversary Surgeon General's report is devoted to examining evidence on the myriad health effects, avoidable diseases, and all-cause mortality from smoking. Chapters highlight findings on specific health topics from previous Surgeon General's reports in addition to presenting current information. The following are chapter-specific conclusions related to the health effects of smoking from Section 2 of the report.

Chapter 5: Nicotine

1. The evidence is sufficient to infer that at high-enough doses nicotine has acute toxicity.
2. The evidence is sufficient to infer that nicotine activates multiple biological pathways through which smoking increases risk for disease.

3. The evidence is sufficient to infer that nicotine exposure during fetal development, a critical window for brain development, has lasting adverse consequences for brain development.
4. The evidence is sufficient to infer that nicotine adversely affects maternal and fetal health during pregnancy, contributing to multiple adverse outcomes such as preterm delivery and stillbirth.
5. The evidence is suggestive that nicotine exposure during adolescence, a critical window for brain development, may have lasting adverse consequences for brain development.
6. The evidence is inadequate to infer the presence or absence of a causal relationship between exposure to nicotine and risk for cancer.

Chapter 6: Cancer

Lung Cancer

1. The evidence is sufficient to conclude that the risk of developing adenocarcinoma of the lung from cigarette smoking has increased since the 1960s.
2. The evidence is sufficient to conclude that the increased risk of adenocarcinoma of the lung in smokers results from changes in the design and composition of cigarettes since the 1950s.
3. The evidence is not sufficient to specify which design changes are responsible for the increased risk of adenocarcinoma, but there is suggestive evidence that ventilated filters and increased levels of tobacco-specific nitrosamines have played a role.
4. The evidence shows that the decline of squamous cell carcinoma follows the trend of declining smoking prevalence.

Liver Cancer

1. The evidence is sufficient to infer a causal relationship between smoking and hepatocellular carcinoma.

Colorectal Cancer

1. The evidence is sufficient to infer a causal relationship between smoking and colorectal adenomatous polyps and colorectal cancer.

Prostate Cancer

1. The evidence is suggestive of no causal relationship between smoking and the risk of incident prostate cancer.
2. The evidence is suggestive of a higher risk of death from prostate cancer in smokers than in nonsmokers.
3. In men who have prostate cancer, the evidence is suggestive of a higher risk of advanced-stage disease and less-well-differentiated cancer in smokers than in nonsmokers, and—independent of stage and histologic grade—a higher risk of disease progression.

Breast Cancer

1. The evidence is sufficient to identify mechanisms by which cigarette smoking may cause breast cancer.
2. The evidence is suggestive but not sufficient to infer a causal relationship between tobacco smoke and breast cancer.
3. The evidence is suggestive but not sufficient to infer a causal relationship between active smoking and breast cancer.
4. The evidence is suggestive but not sufficient to infer a causal relationship between exposure to secondhand tobacco smoke and breast cancer.

Adverse Health Outcomes in Cancer Patients and Survivors

1. In cancer patients and survivors, the evidence is sufficient to infer a causal relationship between cigarette smoking and adverse health outcomes. Quitting smoking improves the prognosis of cancer patients.
2. In cancer patients and survivors, the evidence is sufficient to infer a causal relationship between cigarette smoking and increased all-cause mortality and cancer-specific mortality.
3. In cancer patients and survivors, the evidence is sufficient to infer a causal relationship between cigarette smoking and increased risk for second primary cancers known to be caused by cigarette smoking, such as lung cancer.

4. In cancer patients and survivors, the evidence is suggestive but not sufficient to infer a causal relationship between cigarette smoking and (1) the risk of recurrence, (2) poorer response to treatment, and (3) increased treatment-related toxicity.

Chapter 7: Respiratory Diseases

Chronic Obstructive Pulmonary Disease

1. The evidence is sufficient to infer that smoking is the dominant cause of chronic obstructive pulmonary disease (COPD) in men and women in the United States. Smoking causes all elements of the COPD phenotype, including emphysema and damage to the airways of the lung.
2. Chronic obstructive pulmonary disease (COPD) mortality has increased dramatically in men and women since the 1964 Surgeon General's report. The number of women dying from COPD now surpasses the number of men.
3. The evidence is suggestive but not sufficient to infer that women are more susceptible to develop severe chronic obstructive pulmonary disease at younger ages.
4. The evidence is sufficient to infer that severe α 1-antitrypsin deficiency and cutis laxa are genetic causes of chronic obstructive pulmonary disease.

Asthma

1. The evidence is suggestive but not sufficient to infer a causal relationship between active smoking and the incidence of asthma in adolescents.
2. The evidence is suggestive but not sufficient to infer a causal relationship between active smoking and exacerbation of asthma among children and adolescents.
3. The evidence is suggestive but not sufficient to infer a causal relationship between active smoking and the incidence of asthma in adults.
4. The evidence is sufficient to infer a causal relationship between active smoking and exacerbation of asthma in adults.

Tuberculosis

1. The evidence is sufficient to infer a causal relationship between smoking and an increased risk of *Mycobacterium tuberculosis* disease.
2. The evidence is sufficient to infer a causal relationship between smoking and mortality due to tuberculosis.
3. The evidence is suggestive of a causal relationship between smoking and the risk of recurrent tuberculosis disease.
4. The evidence is inadequate to infer the presence or absence of a causal relationship between active smoking and the risk of tuberculosis infection.
5. The evidence is inadequate to infer the presence or absence of a causal relationship between exposure to secondhand smoke and the risk of tuberculosis infection.
6. The evidence is inadequate to infer the presence or absence of a causal relationship between exposure to secondhand smoke and the risk of tuberculosis disease.

Idiopathic Pulmonary Fibrosis

1. The evidence is suggestive but not sufficient to infer a causal relationship between cigarette smoking and idiopathic pulmonary fibrosis.

Chapter 8: Cardiovascular Disease

1. The evidence is sufficient to infer a causal relationship between exposure to secondhand smoke and increased risk of stroke.
2. The estimated increase in risk for stroke from exposure to secondhand smoke is about 20–30%.
3. The evidence is sufficient to infer a causal relationship between the implementation of a smokefree law or policy and a reduction in coronary events among people younger than 65 years of age.
4. The evidence is suggestive but not sufficient to infer a causal relationship between the implementation of a smokefree law or policy and a reduction in cerebrovascular events.

5. The evidence is suggestive but not sufficient to infer a causal relationship between the implementation of a smokefree law or policy and a reduction in other heart disease outcomes, including angina and out-of-hospital sudden coronary death.

Chapter 9: Reproductive Outcomes

Congenital Malformations

1. The evidence is sufficient to infer a causal relationship between maternal smoking in early pregnancy and orofacial clefts.
2. The evidence is suggestive but not sufficient to infer a causal relationship between maternal smoking in early pregnancy and clubfoot, gastroschisis, and atrial septal heart defects.

Neurobehavioral Disorders of Childhood

1. The evidence is suggestive but not sufficient to infer a causal relationship between maternal prenatal smoking and disruptive behavioral disorders, and attention deficit hyperactivity disorder in particular, among children.
2. The evidence is insufficient to infer the presence or absence of a causal relationship between maternal prenatal smoking and anxiety and depression in children.
3. The evidence is insufficient to infer the presence or absence of a causal relationship between maternal prenatal smoking and Tourette syndrome.
4. The evidence is insufficient to infer the presence or absence of a causal relationship between maternal prenatal smoking and schizophrenia in her offspring.
5. The evidence is insufficient to infer the presence or absence of a causal relationship between maternal prenatal smoking and intellectual disability.

Ectopic Pregnancy

1. The evidence is sufficient to infer a causal relationship between maternal active smoking and ectopic pregnancy.

Spontaneous Abortion

1. The evidence is suggestive but not sufficient to infer a causal relationship between maternal active smoking and spontaneous abortion.

Male Sexual Function

1. The evidence is sufficient to infer a causal relationship between smoking and erectile dysfunction.

Chapter 10: Other Specific Outcomes

Eye Disease: Age-Related Macular Degeneration

1. The evidence is sufficient to infer a causal relationship between cigarette smoking and neovascular and atrophic forms of age-related macular degeneration.
2. The evidence is suggestive but not sufficient to infer that smoking cessation reduces the risk of advanced age-related macular degeneration.

Dental Disease

1. The evidence is suggestive but not sufficient to infer a causal relationship between active cigarette smoking and dental caries.
2. The evidence is suggestive but not sufficient to infer a causal relationship between exposure to tobacco smoke and dental caries in children.
3. The evidence is suggestive but not sufficient to infer a causal relationship between cigarette smoking and failure of dental implants.

Diabetes

1. The evidence is sufficient to infer that cigarette smoking is a cause of diabetes.
2. The risk of developing diabetes is 30–40% higher for active smokers than nonsmokers.
3. There is a positive dose-response relationship between the number of cigarettes smoked and the risk of developing diabetes.

Immune Function and Autoimmune Disease

1. The evidence is sufficient to infer that components of cigarette smoke impact components of the immune system. Some of these effects are immune activating and others are immune-suppressive.
2. The evidence is sufficient to infer that cigarette smoking compromises the immune system and that altered immunity is associated with increased risk for pulmonary infections.
3. The evidence is sufficient to infer that cigarette smoke compromises immune homeostasis and that altered immunity is associated with an increased risk for several disorders with an underlying immune diathesis.

Rheumatoid Arthritis

1. The evidence is sufficient to infer a causal relationship between cigarette smoking and rheumatoid arthritis.
2. The evidence is sufficient to infer that cigarette smoking reduces the effectiveness of the tumor necrosis factor-alpha (TNF- α) inhibitors.

Systemic Lupus Erythematosus

1. The evidence is inadequate to infer the presence or absence of a causal relationship between cigarette smoking and systemic lupus erythematosus (SLE), the severity of SLE, or the response to therapy for SLE.

Inflammatory Bowel Disease

1. The evidence is suggestive but not sufficient to infer a causal relationship between cigarette smoking and Crohn's disease.
2. The evidence is suggestive but not sufficient to infer a causal relationship between cigarette smoking and a protective effect for ulcerative colitis.

Chapter 11: General Morbidity and All-Cause Mortality

1. The evidence is sufficient to infer a causal relationship between smoking and diminished overall health. Manifestations of diminished overall health among smokers include self-reported poor health, increased absenteeism from work, and increased health care utilization and cost.
2. The evidence is sufficient to infer that cigarette smoking increases risk for all-cause mortality in men and women.
3. The evidence is sufficient to infer that the relative risk of dying from cigarette smoking has increased over the last 50 years in men and women in the United States.

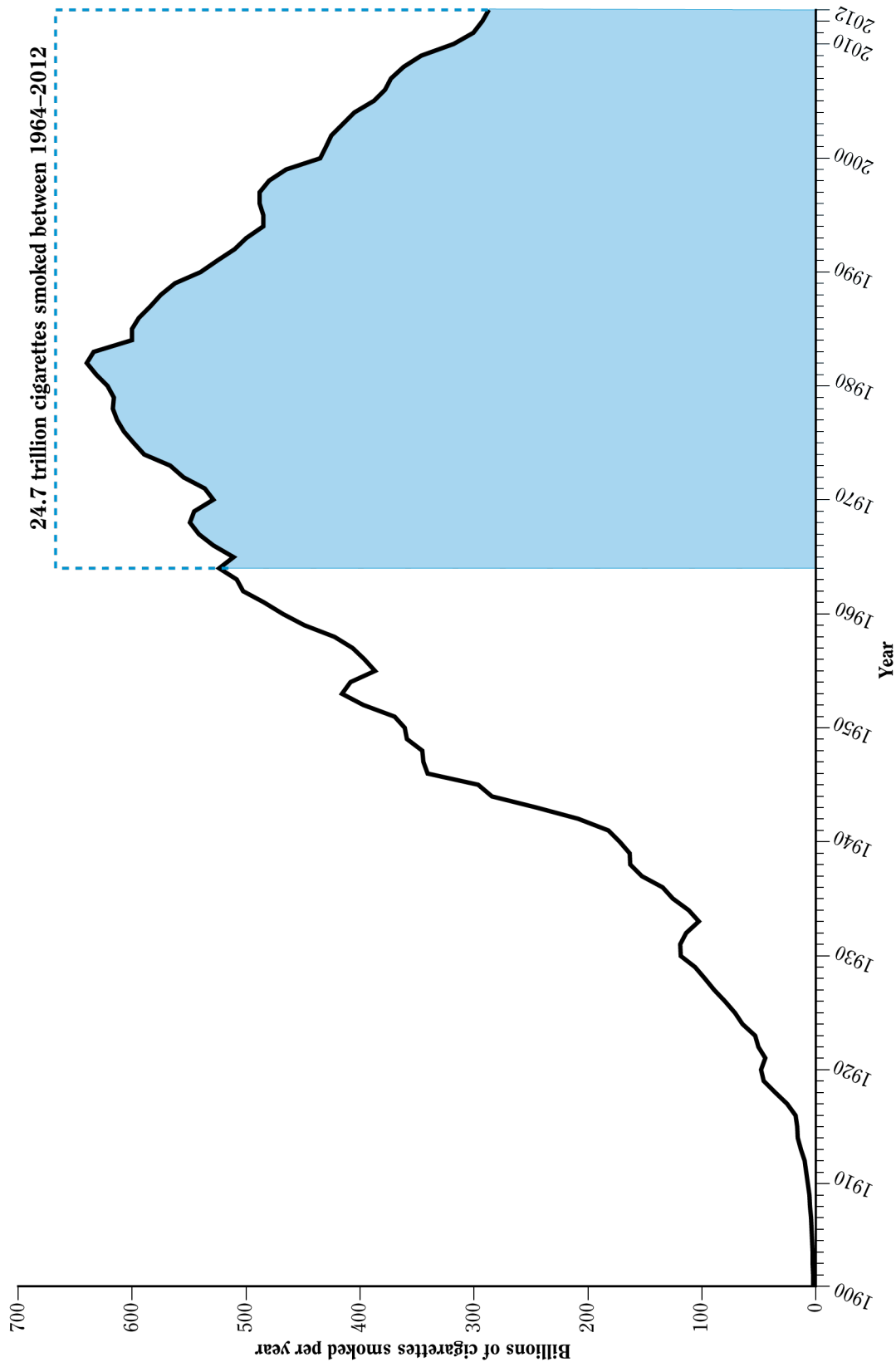
Section 3: Tracking and Ending the Epidemic

The final section of the 50th anniversary Surgeon General's report on smoking and health covers the human and economic costs of the smoking epidemic in the United States, current trends in tobacco use and tobacco control, the status of interventions and programs that address the smoking epidemic, and a vision for a future that is free of death and disease caused by tobacco use.

Throughout this report, the overwhelming harm done to this nation's health by cigarette smoking is made clear repeatedly. Accumulated data from the past 50 years graphically illustrate the devastating loss of life and the

economic waste that have flowed from the manufacture, marketing, sale, and consumption of combustible tobacco products. In this half-century, nearly 25 trillion cigarettes have been consumed, despite a significant drop in consumption per smoker (Figure 2). The annual costs attributed to smoking in the United States are between \$289 billion and \$333 billion, including at least \$130 billion for direct medical care of adults over \$150 billion for lost productivity due to premature death, and more than \$5 billion for lost productivity from premature death due to exposure to secondhand smoke (Chapter 12).

Figure 2 Total cigarette consumption, United States, 1900–2012



Source: Miller 1981; U.S. Department of Agriculture 1987, 1996, 2005, 2007a,b; Centers for Disease Control and Prevention 2012.
Note: Data shown are annual total consumption of cigarettes. This differs from Figure 2.1, which reports the annual adult (18 years of age and older) per capita consumption.

Despite decades of warnings on the dangers of smoking, nearly 42 million adults (Chapter 13) and more than 3.5 million middle and high school students continue to smoke cigarettes (USDHHS 2012). Significant disparities in tobacco use persist among certain racial/ethnic populations, and among groups defined by educational level, socioeconomic status, geographic region, sexual minorities (including individuals who are gay, lesbian, bisexual, and transgender, and individuals with same-sex relationships or attraction), and severe mental illness. The majority (88%) started smoking before 18 years of age, and nearly all first use of cigarettes occurs before 26 years of age (USDHHS 2012). The fraction of smoking initiation occurring after 18 years of age has been increasing over the past decade (Figure 3).

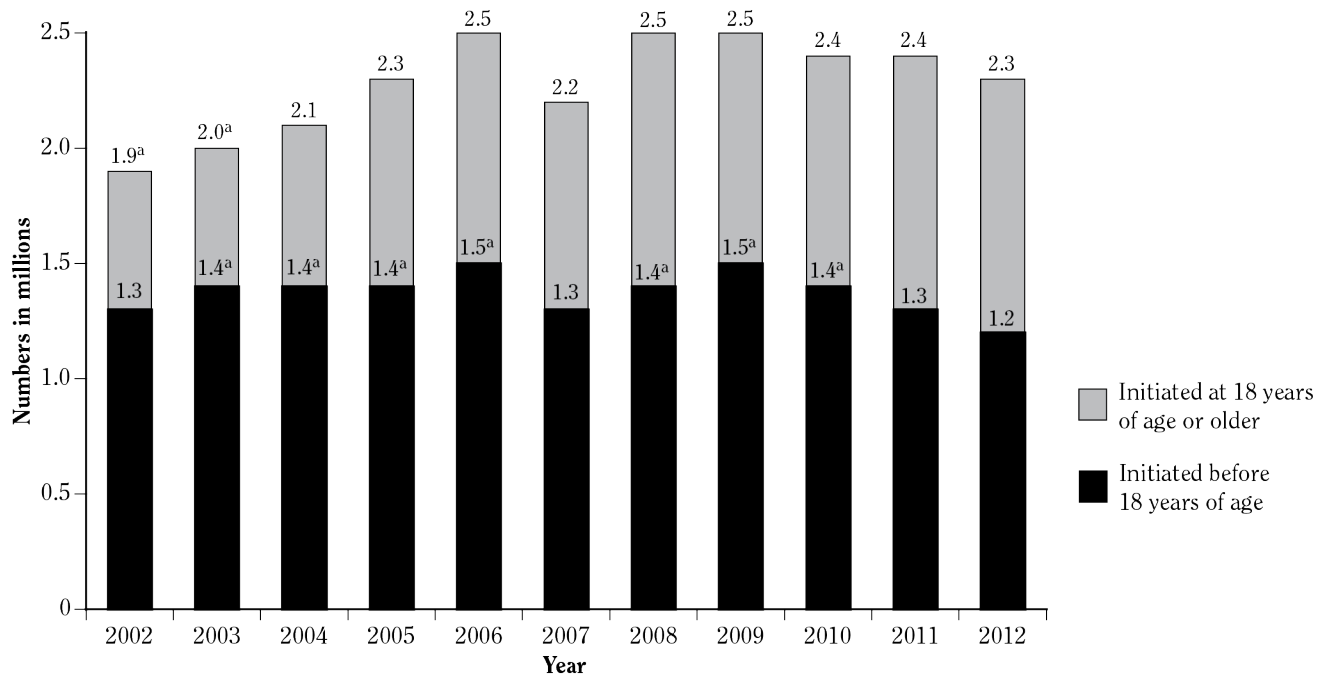
Tobacco industry advertising and promotional activities cause youth and young adults to start smoking, and nicotine addiction keeps people smoking past those ages (Chapter 14) (USDHHS 2012). Each year, for every adult who dies prematurely from a smoking-related cause, more than two youth or young adults become replacement smokers (Chapter 13) (USDHHS 2012). Although the

prevalence of current smoking among high school-aged youth has declined, the total number of youth and young adults who started smoking increased from 1.9 million in 2002 to 2.3 million in 2012 (Figure 3). However, progress has been made in reducing initiation among youth younger than 18 years of age, with the total number of youth who initiated smoking before age 18 declining from 1.5 million in 2009 down to 1.2 million in 2012.

While attention has focused primarily on cigarette smoking, this and recent Surgeon General's reports review health risks and emphasize the need to monitor patterns of use of all combusted tobacco products, particularly the use of cigarette-like cigars and roll-your-own cigarettes using pipe tobacco. Most commonly, these products are used along with cigarettes. According to recent trends, the percentage of adults, 18 years of age and older—who smoke either cigarettes, cigars, or roll-your-own cigarettes made with pipe tobacco—has remained relatively steady (25–26%) since 2009 and has declined only a small amount since 2002 (Table 2).

Although recent trends emphasize the need for continued and vigorous tobacco control efforts, significant

Figure 3 Cigarette initiation during the past year among persons 12 years of age and older, by age at first use, 2002–2012



Source: Substance Abuse and Mental Health Services Administration, Center for Behavioral Health Statistics and Quality, National Survey on Drug Use and Health, 2002–2012.

^aDifference between this estimate and the 2012 estimate is statistically significant at the 0.05 level.

Table 2 Percentage of tobacco product use in the past month among persons 18 years of age and older, 2002–2012

Substance	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total tobacco products ^a	30.8 ^b	30.2 ^b	29.6 ^b	29.9 ^b	30.1 ^b	29.2 ^b	28.8 ^b	28.1	27.8	26.9	27.3
Cigarettes ^c	25.8 ^b	25.2 ^b	24.7 ^b	24.7 ^b	24.8 ^b	24.1 ^b	23.7 ^b	23.0 ^d	22.6	21.7	22.0
Smokeless tobacco	3.5	3.4	3.1 ^b	3.3	3.5	3.3	3.6	3.5	3.6	3.3	3.6
Cigars	5.5	5.5	5.8	5.8	5.7	5.5	5.5	5.4	5.4	5.2	5.4
Pipe tobacco	0.8	0.7 ^b	0.8 ^d	0.9	1.0	0.8	0.8 ^d	0.8	0.9	0.8	1.0
Cigarettes ^c or cigars	28.5 ^b	27.9 ^b	27.6 ^b	27.7 ^b	27.7 ^b	27.0 ^b	26.4 ^b	25.8 ^d	25.5	24.6	24.8
Cigarettes, ^c cigars, or pipe tobacco	28.8 ^b	28.2 ^b	27.9 ^b	28.0 ^b	28.0 ^b	27.3 ^b	26.7 ^b	26.1	25.8	24.9	25.2

Source: Substance Abuse and Mental Health Services Administration, Center for Behavioral Health Statistics and Quality, National Survey on Drug Use and Health, 2002–2012.

^aTobacco products include cigarettes, smokeless tobacco (i.e., chewing tobacco or snuff), cigars, or pipe tobacco.

^bDifference between estimate and 2012 estimate is statistically significant at the 0.01 level.

^cPast month cigarette use is defined as smoking during the 30 days preceding the survey and smoking 100 cigarettes or more in a lifetime. Respondents with an unknown lifetime number of cigarettes smoked were excluded from the analysis.

^dDifference between estimate and 2012 estimate is statistically significant at the 0.05 level.

achievements have been made during the past five decades. In fact, historic success in tobacco control is considered one of the top public health achievements of the twentieth century (Centers for Disease Control and Prevention [CDC] 1999; Ward and Warren 2007). Today, in the United States there are more former smokers than current smokers, and success rates for quitting have been increasing among recent birth cohorts (Chapter 13). Interest in quitting is high across all segments of society. Patterns of tobacco use are also changing, with more people smoking intermittently and smoking fewer cigarettes; however, there is an increase in the use of tobacco products other than cigarettes, often concurrent with cigarettes.

The burden of smoking-attributable disease and premature death and its high costs to the nation will continue for decades unless smoking prevalence is reduced more rapidly than the current trajectory. The evidence in this report shows that the nation may fail to achieve the *Healthy People 2020* objective of reducing the prevalence of smoking among adults to 12%. Model estimates suggest that if the status quo in tobacco control in 2008 were maintained, the projected prevalence of smoking among adults in 2050 could still be as high as 15% (Chapter 15). Trends in smoking rates among youth and adults show progress, but the prevalence of current smoking among youth and adults is only slowly declining and the actual

number of youth and young adults starting to smoke has increased since 2002 (Figure 3). Additionally, the use of multiple tobacco products is increasingly common, especially among young smokers. Concerns remain that use of these new products may increase initiation rates among youth and young adults, delay quitting, and prolong the smoking epidemic.

The tobacco industry continues to position itself to sustain its sales by recruiting youth and young adults and by maintaining current smokers as consumers of all their nicotine-containing products including cigarettes (see Chapters 13, 14, and 15). As reviewed in Chapter 14, U.S. District Judge Gladys Kessler entered her final opinion and order on August 17, 2006, and found that the tobacco industry defendants violated the *Racketeer Influenced and Corrupt Organizations (RICO) Act* by lying, misrepresenting, and deceiving the public “including smokers and the young people they avidly sought as ‘replacement smokers,’ about the devastating health effects of smoking and environmental tobacco smoke” (*U.S. v. Philip Morris* 2006:852). The *Tobacco Control Act* incorporates as congressional findings of fact Judge Kessler’s determinations that “the major United States cigarette companies continue to target and market to youth,” that the companies sought to “encourage youth to start smoking subsequent to the signing of the Master Settlement Agreement

in 1998,” and that they “have designed their cigarettes to precisely control nicotine delivery levels and provide doses of nicotine sufficient to create and sustain addiction while also concealing much of their nicotine-related research” (*Tobacco Control Act* 2009, §2(47) – (49)).

Therefore, this report addresses the question: what steps are needed to end the tobacco epidemic? There are different ways to achieve this vision. Should the emphasis be on ending cigarette use?; ending the use of the most harmful tobacco products while reducing the harm of remaining products?; or ending the use of all tobacco products?

The scientific findings of the 2012 Surgeon General’s report (USDHHS 2012) show that there are evidence-based strategies that can rapidly drop initiation and prevalence rates of smoking among youth to single digits. To reach this target, these strategies need to be fully implemented and sustained with sufficient intensity and duration. Without such increased and sustained action, 5.6 million youth younger than 18 years of age in this country today are projected to die prematurely from a smoking-related illness. But millions of these projected deaths could be averted, making tobacco control a highest priority in our overall public health commitment and strategy.

The scientific evidence is incontrovertible: inhaling the combustion compounds from tobacco smoke, particularly from cigarettes, is deadly. It has been stated that “The cigarette is also a defective product, meaning not just dangerous but *unreasonably* dangerous, killing half its long-term users. And addictive by design” (Proctor 2013, p. i27). As the list of diseases caused by smoking has continued to increase, the updated estimate of the annual number of deaths attributable to smoking and exposure to secondhand smoke is now approaching 500,000 (Chapter 12). This increase has occurred despite decreases in per capita cigarette consumption and prevalence of smoking, emphasizing our enhanced understanding of the increased lethality of cigarettes. The high risks of cigarette smoking and the historic and current patterns of tobacco use in the United States lead to a primary conclusion of this report:

- The burden of death and disease from tobacco use in the United States is overwhelmingly caused by cigarettes and other combusted tobacco products; rapid elimination of their use will dramatically reduce this burden.

Could the use of cigarettes and other combusted tobacco products be rapidly reduced in this country? As

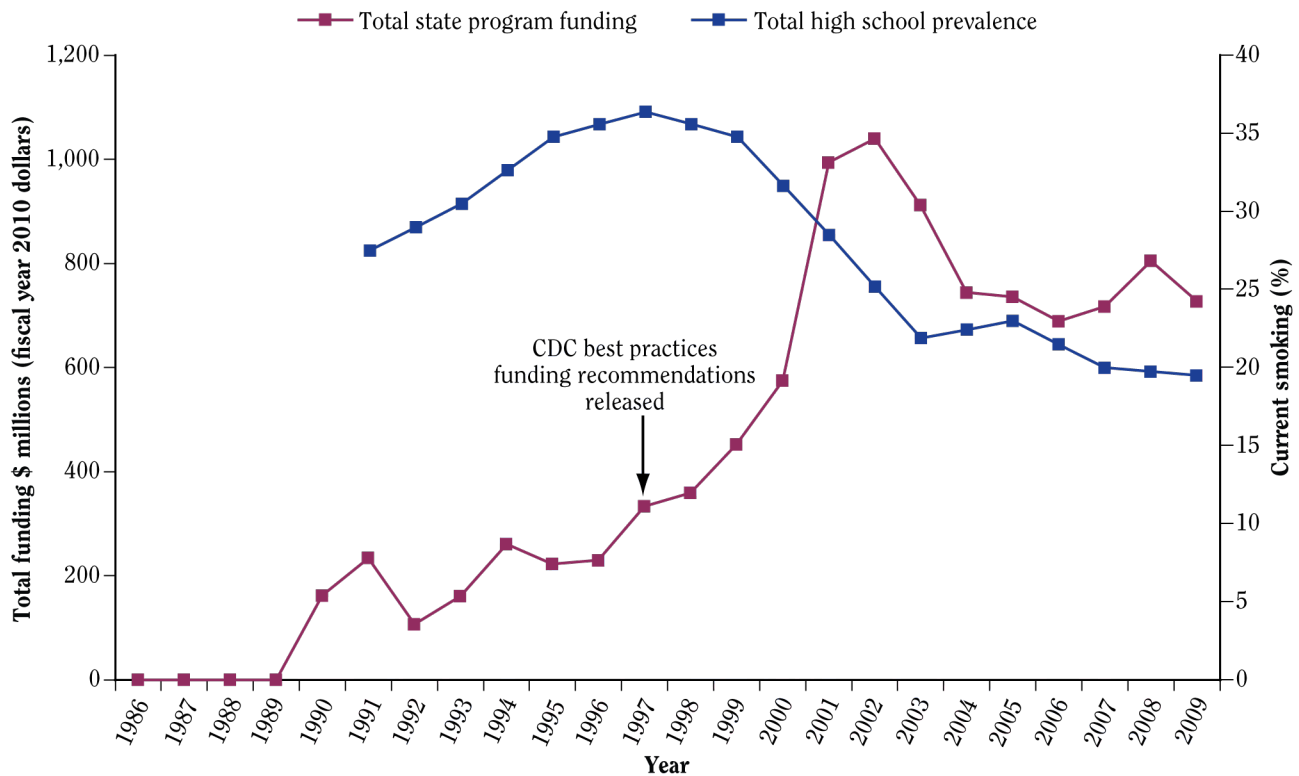
noted above, evidence-based strategies that can rapidly drop youth initiation and prevalence rates down to single digits have already been identified and used (USDHHS 2012). Chapter 14 reviews a broad range of well-defined and effective interventions proven to reduce smoking rates if implemented and sustained at funding levels consistent with CDC’s recommended levels (Figure 4).

This and previous reports outline effective programs and policies: raising the retail price of cigarettes and other tobacco products, smokefree indoor air policies, high-impact media campaigns, full access to cessation treatments, and funding of comprehensive statewide tobacco control programs at the CDC recommended levels.

However, these five actions are not all that needs to be done. In considering options for reducing the health burden caused by smoking, many additional recommended actions have been defined in evidence reviews and guidance documents discussed in this report. For example, selected state experience suggests that all levels of government can enhance revenue collection and minimize tax avoidance and evasion through several promising policy approaches, such as implementing a high-tech cigarette tax stamp, improving tobacco licensure management, and making the stamps harder to counterfeit. These state practices could also be expanded to the national level with a track and trace system. A track and trace system, in the tobacco control context, is a system that can track goods from manufacture to distribution to sale, identifying points in the supply chain where taxes should be paid and confirm payment. Implementing such systems would also simultaneously retain the positive public health effects of taxation and protect product regulation in the market.

There is no question that these proven interventions need to be fully implemented and sustained at recommended levels. In addition to initiatives of the federal government, other factors in society can significantly affect social norms. Portrayals of tobacco use in U.S. films appear to have rebounded upward in the past 2 years (Chapter 14). In 2012, youth were exposed to an estimated 14.9 billion in-theater tobacco-use impressions¹ in youth-rated films (Polansky et al. 2013). Youth who are exposed to images of smoking in movies are more likely to smoke; those who get the most exposure to onscreen smoking are about twice as likely to begin smoking as those who get the least exposure (USDHHS 2012). Actions that would eliminate the depiction of tobacco use in movies, which are produced and rated as appropriate for children and adolescents, could have a significant effect on preventing youth from becoming tobacco users.

¹One impression equals one tobacco use incident on screen viewed by one audience member.

Figure 4 Total funding for state tobacco control programs, 1986–2010 (adjusted to fiscal year 2010 dollars)

Source: Project ImpactTEEN; University of Illinois at Chicago; CDC, Youth Risk Behavior Survey, 1991–2009. Current smoking defined as high school students who smoked on ≥ 1 of the past 30 days—United States.

Note: CDC = Centers for Disease Control and Prevention.

Faced with the challenge of achieving a vision of a society free of tobacco-related death and disease, a discussion has begun within the field of tobacco control about what has come to be called the tobacco “end game” in the published literature. This literature considers strategies that could be used in addition to the expanded implementation of the proven tobacco control interventions, to accelerate declines in the use of cigarettes and other combusted tobacco products and end the epidemic of disease and premature death caused by tobacco.

Chapter 15 discusses various end game strategies; the feasibility and applicability are reviewed. It has been suggested that an integrated national tobacco control strategy should be considered—based on a foundation of enhanced implementation of the proven strategies (taxation, smokefree areas, increased barrier-free cessation support, warning labels, public health campaigns, and restrictions on advertising, promotions, and sponsorship) into which the most feasible end game strategies

are included (van der Eijk 2013). Examples of end game options which could complement the proven interventions in accomplishing our overall goal of a society free of tobacco-related death and disease include but are not limited to:

1. Reducing the nicotine content to make cigarettes less addictive (Benowitz and Henningfield 2013); and
2. Greater restrictions on sales, particularly at the local level, including bans on entire categories of tobacco products (Berrick 2013; Malone 2013).

End game strategies might be aided by future approaches and devices for nicotine delivery that better substitute for the cigarette. As discussed in Chapter 14, various new products are increasingly being introduced into the market. In 2012 Lorillard acquired Blu Electronic Cigarettes, in 2013 R.J. Reynolds Tobacco Com-

pany introduced VUSE electronic cigarettes in limited markets, and Altria announced that it will introduce an electronic cigarette in 2014 (Esterl 2013; Lorillard 2013; Reynolds American 2013; Wells Fargo Securities Research 2013). Additionally, other electronic nicotine delivery systems have been developed and marketed by companies with little or no experience in developing and marketing traditional tobacco products (WHO 2009; Henningfield and Zaatari 2010; Cobb and Abrams 2011). As these new products are entering the marketplace rapidly, significant questions remain about (1) how to assess the potential toxicity and health effects of the more than 250 electronic cigarette brands; (2) the magnitude of reduced risk from electronic cigarettes versus continuing use of conventional cigarettes for individual smokers; (3) the need to weigh the potential individual benefits versus population risks; (4) how the advertising and marketing of these new products should be regulated; and (5) even assuming that electronic cigarettes could be sufficiently safe to the users and offer net public health benefits, there are significant questions about the manner in which they should be regulated (Benowitz 2013). Further research and attention to the consequences as well as regulatory measures will be necessary to fully address these questions. However, the promotion of electronic cigarettes and other innovative tobacco products is much more likely to be beneficial in an environment where the appeal, accessibility, promotion, and use of cigarettes are being rapidly reduced.

The following are chapter-specific conclusions from Section 3 of the report.

Chapter 12: Smoking-Attributable Morbidity, Mortality, and Economic Costs

1. Since the first Surgeon General's report on smoking and health in 1964, there have been more than 20 million premature deaths attributable to smoking and exposure to secondhand smoke. Smoking remains the leading preventable cause of premature death in the United States.
2. Despite declines in the prevalence of current smoking, the annual burden of smoking-attributable mortality in the United States has remained above 400,000 for more than a decade and currently is estimated to be about 480,000, with millions more living with smoking-related diseases.
3. Due to the slow decline in the prevalence of current smoking, the annual burden of smoking-attributable mortality can be expected to remain at high levels for decades into the future, with 5.6 million youth currently 0 to 17 years of age projected to die prematurely from a smoking-related illness.
4. Annual smoking-attributable economic costs in the United States estimated for the years 2009–2012 were between \$289–332.5 billion, including \$132.5–175.9 billion for direct medical care of adults, \$151 billion for lost productivity due to premature death estimated from 2005–2009, and \$5.6 billion (in 2006) for lost productivity due to exposure to secondhand smoke.

Chapter 13: Patterns of Tobacco Use Among U.S. Youth, Young Adults, and Adults

1. In the United States, the prevalence of current cigarette smoking among adults has declined from 42% in 1965 to 18% in 2012.
2. The prevalence of current cigarette smoking declined first among men (between 1965 and the 1990s), and then among women (since the 1980s). However, declines in the prevalence of smoking among adults (18 years of age and older) have slowed in recent years.
3. Most first use of cigarettes occurs by 18 years of age (87%), with nearly all first use by 26 years of age (98%).
4. Very large disparities in tobacco use remain across racial/ethnic groups and between groups defined by educational level, socioeconomic status, and region.
5. In the United States there are now more former smokers than there are current smokers. More than half of all ever smokers have quit smoking.
6. The rate of quitting smoking among recent birth cohorts has been increasing, and interest in quitting is high across all segments of society.
7. Patterns of tobacco use are changing, with more intermittent use of cigarettes and an increase in use of other products.

Chapter 14: Current Status of Tobacco Control

1. The evidence is sufficient to conclude that there are diverse tobacco control measures of proven efficacy at the population and individual levels.
2. The evidence is sufficient to conclude that advertising and promotional activities by the tobacco companies cause the onset and continuation of smoking among adolescents and young adults.
3. Tobacco product regulation has the potential to contribute to public health through reductions in tobacco product addictiveness and harmfulness, and by preventing false or misleading claims by the tobacco industry of reduced risk.
4. The evidence is sufficient to conclude that litigation against tobacco companies has reduced tobacco use in the United States by leading to increased product prices, restrictions on marketing methods, and making available industry documents for scientific analysis and strategic awareness.
5. The evidence is sufficient to conclude that increases in the prices of tobacco products, including those resulting from excise tax increases, prevent initiation of tobacco use, promote cessation, and reduce the prevalence and intensity of tobacco use among youth and adults.
6. The evidence is sufficient to conclude that smokefree indoor air policies are effective in reducing exposure to secondhand smoke and lead to less smoking among covered individuals.
7. The evidence is sufficient to conclude that mass media campaigns, comprehensive community programs, and comprehensive statewide tobacco control programs prevent initiation of tobacco use and reduce the prevalence of tobacco use among youth and adults.

8. The evidence is sufficient to conclude that tobacco cessation treatments are effective across a wide population of smokers, including those with significant mental and physical comorbidity.

Chapter 15: The Changing Landscape of Tobacco Control—Current Status and Future Directions

1. Together, experience since 1964 and results from models exploring future scenarios of tobacco control indicate that the decline in tobacco use over coming decades will not be sufficiently rapid to meet targets. The goal of ending the tragic burden of avoidable disease and premature death will not be met quickly enough without additional action.
2. Evidence-based tobacco control interventions that are effective continue to be underutilized and implemented at far below funding levels recommended by the Centers for Disease Control and Prevention. Implementing tobacco control policies and programs as recommended by *Ending the Tobacco Epidemic: A Tobacco Control Strategic Plan* by the U.S. Department of Health and Human Services and the *Ending the Tobacco Problem: A Blueprint for the Nation* by the Institute of Medicine on a sustained basis at high intensity would accelerate the decline of tobacco use in youth and adults, and also accelerate progress toward the goal of ending the tobacco epidemic.
3. New “end game” strategies have been proposed with the goal of eliminating tobacco smoking. Some of these strategies may prove useful for the United States, particularly reduction of the nicotine content of tobacco products and greater restrictions on sales (including bans on entire categories of tobacco products).

Accelerating the National Movement to Reduce Tobacco Use

These key conclusions of this report provide evidence that calls for dramatic action:

The current rate of progress in tobacco control is not fast enough. More needs to be done.

- High levels of smoking-attributable disease and death costs will persist for decades into this twenty-first century unless more rapid progress is made in tobacco control. The current burden is unacceptable.
- The almost 500,000 annual premature deaths due to smoking and exposure to tobacco smoke are far too many. Even 100,000 or 200,000 annual attributable deaths are far too many; yet this is a realistic projection of the burden well into the middle of this twenty-first century if more rapid progress is not made in tobacco control.
- The burden of death and disease from tobacco use in the United States is overwhelmingly caused by cigarettes and other combusted tobacco products; rapid elimination of their use will dramatically reduce this burden.
- There are important lessons to be learned from other successes in public health. In confronting worldwide epidemics caused by smallpox and polio, the eradication of the diseases was the clear objective. From this single-minded focus, the best strategies and actions based on public health science and practice were applied, evaluated, refined, and sustained for decades. The results are now evident: smallpox was eradicated decades ago and polio is on the verge of elimination. The nation should firmly commit to this goal of creating a society free of tobacco-related death and disease by engaging all sectors of society to an equally single-minded focus.

In the last 50 years, the smoking rate in the United States has been cut by more than one-half (from 42.7% in 1965 to 18% in 2012). The Strategic Action Plan, *Ending the Tobacco Epidemic: A Tobacco Control Strategic Action Plan for the U.S. Department of Health and Human Ser-*

vices (USDHHS 2010a), provides a critical framework to guide and coordinate efforts to reduce the smoking rate to less than 10% for both youth and adults in 10 years, averting millions of smoking-related deaths. This national commitment will require increased and sustained action to rapidly eliminate the use of cigarettes and other forms of combustible tobacco products. As end game strategies are being developed, the following actions should be implemented:

- Counteracting industry marketing by sustaining high impact national media campaigns like the CDC's Tips from Former Smokers campaign and FDA's youth prevention campaigns at a high frequency level and exposure for 12 months a year for a decade or more;
- Raising the average excise cigarette taxes to prevent youth from starting smoking and encouraging smokers to quit;
- Fulfilling the opportunity of the Affordable Care Act to provide access to barrier-free proven tobacco use cessation treatment including counseling and medication to all smokers, especially those with significant mental and physical comorbidities;
- Expanding smoking cessation for all smokers in primary and specialty care settings by having health care providers and systems examine how they can establish a strong standard of care for these effective treatments;
- Effective implementation of FDA's authority for tobacco product regulation in order to reduce tobacco product addictiveness and harmfulness;
- Expanding tobacco control and prevention research efforts to increase understanding of the ever changing tobacco control landscape;
- Fully funding comprehensive statewide tobacco control programs at CDC recommended levels; and
- Extending comprehensive smokefree indoor protections to 100% of the U.S. population.

- Former WHO Director General Gro Brundtland was correct in 1999 in stating the need to evaluate current action from the perspective of our grandchildren and their children (Asma et al. 2002). As future generations look back on our current actions and knowledge of the tobacco epidemic, will current efforts show the commitment to public health and social justice set forth in our national plans and objectives?

This nation's decades-long battle against the tobacco epidemic has successfully prevented millions of premature deaths that would otherwise have occurred—an historic achievement by any measure. On the fiftieth anniversary of the landmark 1964 Surgeon General's report, this nation must rededicate itself not only to carrying forward the successful tobacco control efforts that have long been under way, but also to expanding and accelerating those efforts in full recognition of the challenge that remains.

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E-Cigarette Use Among Youth and Young Adults

A Report of the Surgeon General

Executive Summary



U.S. Department of Health and Human Services

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2016

U.S. DEPARTMENT OF HEALTH AND HUMAN SERVICES
Public Health Service
Office of the Surgeon General
Rockville, MD



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For more information

For more information about the Surgeon General's report, visit www.surgeongeneral.gov. To download copies of this document, go to www.cdc.gov/tobacco.

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Message from Sylvia Burwell

Secretary, U.S. Department of Health and Human Services

The mission of the Department of Health and Human Services is to enhance and protect the health and well-being of all Americans. This report confirms that the use of electronic cigarettes (or e-cigarettes) is growing rapidly among American youth and young adults. While these products are novel, we know they contain harmful ingredients that are dangerous to youth. Important strides have been made over the past several decades in reducing conventional cigarette smoking among youth and young adults. We must make sure this progress is not compromised by the initiation and use of new tobacco products, such as e-cigarettes. That work is already underway.

To protect young people from initiating or continuing the use of e-cigarettes, actions must be taken at the federal, state, and local levels. At the federal level, the U.S. Food and Drug Administration (FDA)—under authority granted to it by Congress under the *Family Smoking Prevention and Tobacco Control Act of 2009*—took a historic step to protect America’s youth from the harmful effects of using e-cigarettes by extending its regulatory authority over the manufacturing, distribution, and marketing of e-cigarettes. Through such action, FDA now requires minimum age restrictions to prevent sales to minors and prohibits sales through vending machines (in any facility that admits youth), and will require products to carry a nicotine warning.

We have more to do to help protect Americans from the dangers of tobacco and nicotine, especially our youth. As cigarette smoking among those under 18 has fallen, the use of other nicotine products, including e-cigarettes, has taken a drastic leap. All of this is creating a new generation of Americans who are at risk of nicotine addiction.

The findings from this report reinforce the need to support evidence-based programs to prevent youth and young adults from using tobacco in any form, including e-cigarettes. The health and well-being of our nation’s young people depend on it.

Foreword

Tobacco use among youth and young adults in any form, including e-cigarettes, is not safe. In recent years, e-cigarette use by youth and young adults has increased at an alarming rate. E-cigarettes are now the most commonly used tobacco product among youth in the United States. This timely report highlights the rapidly changing patterns of e-cigarette use among youth and young adults, assesses what we know about the health effects of using these products, and describes strategies that tobacco companies use to recruit our nation's youth and young adults to try and continue using e-cigarettes. The report also outlines interventions that can be adopted to minimize the harm these products cause to our nation's youth.

E-cigarettes are tobacco products that deliver nicotine. Nicotine is a highly addictive substance, and many of today's youth who are using e-cigarettes could become tomorrow's cigarette smokers. Nicotine exposure can also harm brain development in ways that may affect the health and mental health of our kids.

E-cigarette use among youth and young adults is associated with the use of other tobacco products, including conventional cigarettes. Because most tobacco use is established during adolescence, actions to prevent our nation's young people from the potential of a lifetime of nicotine addiction are critical.

E-cigarette companies appear to be using many of the advertising tactics the tobacco industry used to persuade a new generation of young people to use their products. Companies are promoting their products through television and radio advertisements that use celebrities, sexual content, and claims of independence to glamorize these addictive products and make them appealing to young people.

Comprehensive tobacco control and prevention strategies for youth and young adults should address all tobacco products, including e-cigarettes. Further reductions in tobacco use and initiation among youth and young adults are achievable by regulating the manufacturing, distribution, marketing, and sales of all tobacco products—including e-cigarettes, and particularly to children—and combining those approaches with other proven strategies. These strategies include funding tobacco control programs at levels recommended by the Centers for Disease Control and Prevention (CDC); increasing prices of tobacco products; implementing and enforcing comprehensive smokefree laws; and sustaining hard-hitting media campaigns, such as CDC's *Tips from Former Smokers* that encourages smokers to quit for good, and FDA's *Real Cost* that is aimed at preventing youth from trying tobacco and reducing the number of youth who move from experimenting to regular use. We can implement these cost-effective, evidence-based, life-saving strategies now. Together with additional effort and support, we can protect the health of our nation's young people.

Thomas R. Frieden, M.D., M.P.H.
Director
Centers for Disease Control and Prevention

Preface

from the Surgeon General

E-cigarette use among U.S. youth and young adults is now a major public health concern. E-cigarette use has increased considerably in recent years, growing an astounding 900% among high school students from 2011 to 2015. These products are now the most commonly used form of tobacco among youth in the United States, surpassing conventional tobacco products, including cigarettes, cigars, chewing tobacco, and hookahs. Most e-cigarettes contain nicotine, which can cause addiction and can harm the developing adolescent brain.

Compared with older adults, the brain of youth and young adults is more vulnerable to the negative consequences of nicotine exposure. The effects include addiction, priming for use of other addictive substances, reduced impulse control, deficits in attention and cognition, and mood disorders. Furthermore, fetal exposure to nicotine during pregnancy can result in multiple adverse consequences, including sudden infant death syndrome, altered corpus callosum, auditory processing deficits, effects on behaviors and obesity, and deficits in attention and cognition. Ingestion of e-cigarette liquids containing nicotine can also cause acute toxicity and possibly death if the contents of refill cartridges or bottles containing nicotine are consumed.

This report highlights what we know and do not know about e-cigarettes. Gaps in scientific evidence do exist, and this report is being issued while these products and their patterns of use continue to change quickly. For example, the health effects and potentially harmful doses of heated and aerosolized constituents of e-cigarette liquids—including solvents, flavorants, and toxicants—are not completely understood. However, although e-cigarettes generally emit fewer toxicants than combustible tobacco products, we know that aerosol from e-cigarettes is not harmless.

Although we continue to learn more about e-cigarettes with each passing day, we currently know enough to take action to protect our nation's young people from being harmed by these products. Previous reports of the Surgeon General have established that nearly all habitual tobacco use begins during youth and young adulthood. To prevent and reduce the use of e-cigarettes by youth and young adults, we must work together as a society. We must implement proven prevention and education strategies. Health care providers, parents, teachers, and other caregivers should advise youth about the dangers of nicotine and discourage tobacco use in any form, including e-cigarettes. They can set a positive example by being tobacco-free and encouraging those who already use these products to quit. Free help is available at 1-800-QUIT-NOW or <http://www.smokefree.gov>. Preventing tobacco use in any form among youth and young adults is critical to ending the tobacco epidemic in the United States.

Vivek H. Murthy, M.D., M.B.A.
U.S. Surgeon General

Overview

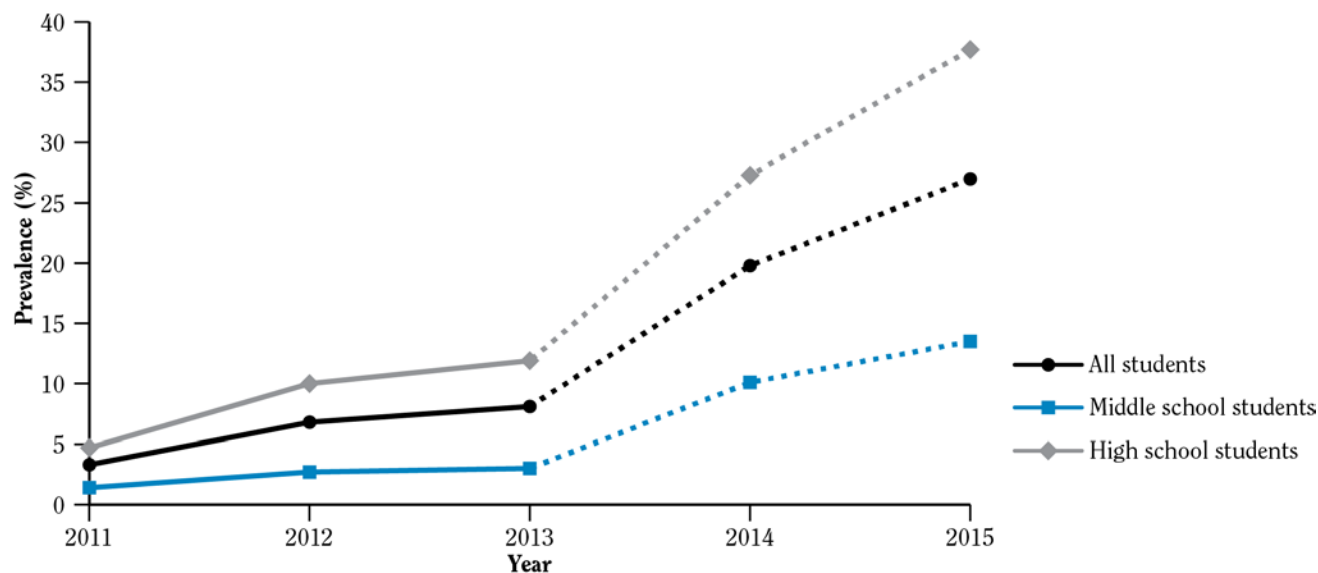
Although conventional cigarette smoking has declined markedly over the past several decades among youth and young adults in the United States (U.S. Department of Health and Human Services [USDHHS] 2012), there have been substantial increases in the use of emerging tobacco products among these populations in recent years (Centers for Disease Control and Prevention [CDC] 2015, 2016). Among these increases there has been a dramatic rise in electronic cigarette (e-cigarette) use among youth and young adults (Figures 1, 2, and 3). It is crucial that the progress made in reducing conventional cigarette smoking among youth and young adults not be compromised by the initiation and use of e-cigarettes. This Surgeon General's report focuses on the history, epidemiology, and health effects of e-cigarette use among youth and young adults; the companies involved with marketing and promoting these products; and existing and proposed public health policies regarding the use of these products by youth and young adults.

E-cigarettes include a diverse group of devices that allow users to inhale an aerosol, which typically contains nicotine, flavorings, and other additives. E-cigarettes are tobacco products and are regulated as such under the

Federal Food, Drug, and Cosmetic Act, as amended by the *Family Smoking Prevention and Tobacco Control Act of 2009*. E-cigarettes vary widely in design and appearance, but generally operate in a similar manner and are composed of similar components (Figure 4). A key challenge for surveillance of the products and understanding their patterns of use is the diverse and nonstandard nomenclature for the devices (Alexander et al. 2016). These devices are referred to, by the companies themselves, and by consumers, as “e-cigarettes,” “e-cigs,” “cigalikes,” “e-hookahs,” “mods,” “vape pens,” “vapes,” and “tank systems.” This report employs the term “e-cigarette” to represent all of the diverse products in this rapidly diversifying product category.

This report focuses on research conducted among youth and young adults because of the implications of e-cigarette use in these populations, particularly the potential for future public health problems. Understanding e-cigarette use among young people is critical because previous research suggests that about 9 in 10 adult smokers first try conventional cigarettes during adolescence (USDHHS 2012). Similarly, youth e-cigarette experimentation and use could also extend into adulthood; ongoing

Figure 1 Trends in ever e-cigarette use^a among U.S. middle and high school students; National Youth Tobacco Survey (NYTS) 2011–2015

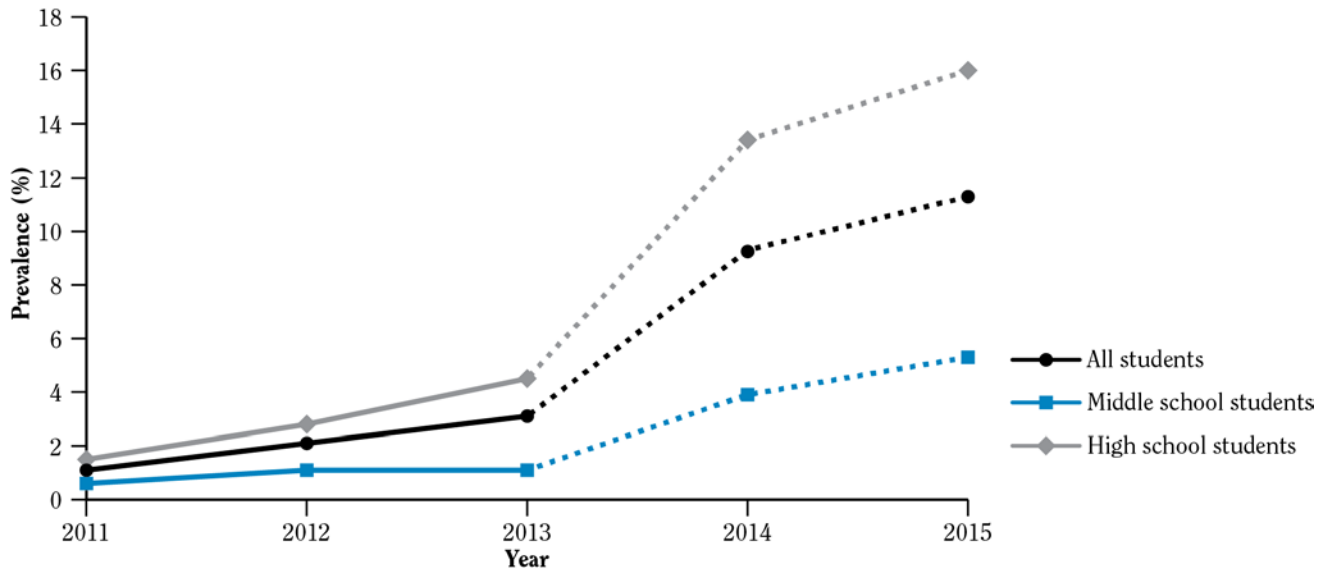


Source: Centers for Disease Control and Prevention 2013, 2014; unpublished data (data: NYTS 2015).

Note: In 2014, modifications were made to the e-cigarette measure to enhance its accuracy, which may limit the comparability of this estimate to those collected in previous years. The dotted lines from 2013 to 2015 represent these differences.

^aIncludes those who responded “yes” to the following question: “Have you ever used an electronic cigarette or e-cigarette, even once or twice?”

Figure 2 Trends in past-30-day e-cigarette use^a among U.S. middle and high school students; National Youth Tobacco Survey (NYTS) 2011–2015

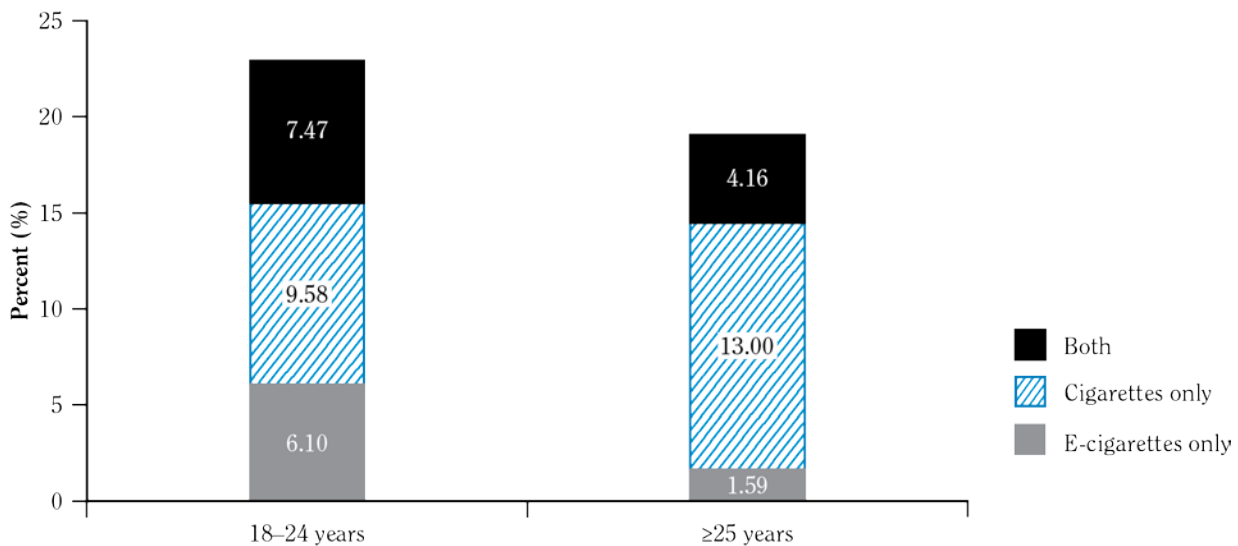


Source: Centers for Disease Control and Prevention 2013, 2014; unpublished data (data: NYTS 2015).

Note: In 2014, modifications were made to the e-cigarette measure to enhance its accuracy, which may limit the comparability of this estimate to those collected in previous years. The dotted lines from 2013 to 2015 represent these differences.

^aIncludes those who selected “1 or more” for the following question: “During the last 30 days, on how many days did you use electronic cigarettes or e-cigarettes?”

Figure 3 Percentage of young adults who currently use e-cigarettes^a and conventional cigarettes; National Adult Tobacco Survey (NATS) 2013–2014



Source: Centers for Disease Control and Prevention, unpublished data (data: NATS 2013–2014).

^aCurrent e-cigarette use was defined as those who reported they had heard of e-cigarettes and had tried e-cigarettes, and reported using e-cigarettes every day, some days, or rarely at the time of the interview.

Figure 4 Diversity of e-cigarette products

Source: Photo by Mandie Mills, CDC.

research should examine the long-term trajectories of e-cigarette use that begins in youth. The first Surgeon General's report on the health consequences of smoking was published in 1964; of the subsequent reports, those published in 1994 and 2012 focused solely on youth and young adults (USDHHS 1994, 2012). Most recently, the 2012 report documented the evidence regarding tobacco use among youth and young adults, concluding that declines in conventional cigarette smoking had slowed and that decreases in the use of smokeless tobacco had stalled. That report also found that the tobacco industry's advertising and promotional activities are causal to the onset of smoking in youth and young adults and the continuation of such use as adults (USDHHS 2012). However, that report was prepared before e-cigarettes were as widely promoted and used in the United States as they are now. Therefore, this 2016 report documents the scientific literature on these new products within the context of youth

and young adults. This report also looks to the future by examining the potential impact of e-cigarette use among youth and young adults, while also summarizing the research on current use, health consequences, and marketing as it applies to youth and young adults.

Evidence for this report was gathered from scientific research that included one or more of three age groups. These age groups included young adolescents (11–13 years of age), adolescents (14–17 years of age), and young adults (18–24 years of age). Some studies refer to the younger groups more generally as *youth*. Despite important issues related to e-cigarette use in the general adult populations, clinical and otherwise (e.g., their potential for use in quitting conventional smoking), that literature is generally not included in this report unless it also discusses youth and young adults (Farsalinos and Polosa 2014; Franck et al. 2014; Grana et al. 2014a).

Organization of the Report

Chapter 1 (“Introduction, Conclusions, and Historical Background Relative to E-Cigarettes”) presents a brief introduction to the report and includes its major conclusions, followed by the conclusions of each chapter, the historical background of e-cigarettes, descriptions of the products, a review of the marketing and promotional activities of e-cigarette companies, and the current status of regulations from the U.S. Food and Drug Administration (FDA). Chapter 2 (“Patterns of E-Cigarette Use Among U.S. Youth and Young Adults”) describes the epidemiology of e-cigarette use, including current (i.e., past 30 day) use; ever use; co-occurrence of using e-cigarettes with other tobacco products, like cigarettes; and psychosocial factors associated with using e-cigarettes. This chapter relies on data from the most recent nationally representative studies available at the time this report was prepared. Chapter 3 (“Health Effects of E-Cigarette Use Among U.S. Youth and Young Adults”) documents potential adverse health effects caused by direct exposure to aerosolized nicotine, flavorants, chemicals, and other particulates of e-cigarettes, secondhand environmental exposure to e-cigarette aerosol, and exposure to the surface-deposited aerosol contaminants. Literature regarding harmful consequences of close contact with malfunctioning e-cigarette devices and ingestion of the nicotine-containing liquids are also explored. Chapter 4 (“Activities of the E-Cigarette

Companies”) describes e-cigarette companies’ influences on e-cigarette use and considers manufacturing and price; the impact of price on sales and use; the rapid changes in the industry, particularly the e-cigarette companies; and the marketing and promotion of e-cigarettes. Chapter 5 (“E-Cigarette Policy and Practice Implications”) discusses the implications for policy and practice at the national, state, and local levels. The report ends with a Call to Action to stakeholders—including policymakers, public health practitioners and clinicians, researchers, and the public—to work to prevent harms from e-cigarette use and secondhand aerosol exposure among youth and young adults.

Because of the recency of research related to e-cigarettes (particularly in contrast with decades of research on conventional cigarette smoking) and since this report focuses on a vulnerable population for tobacco use (youth and young adults), the “precautionary principle” is employed to guide actions to address e-cigarette use among youth and young adults. This principle supports intervention to avoid possible health risks when the potential risks remain uncertain and have been, as yet, partially undefined (Bialous and Sarma 2014; Saitta et al. 2014; Hagopian et al. 2015).

The following is a brief summary of the report’s Major Conclusions, each chapter, and their subsequent chapter conclusions.

Major Conclusions

1. E-cigarettes are a rapidly emerging and diversified product class. These devices typically deliver nicotine, flavorings, and other additives to users via an inhaled aerosol. These devices are referred to by a variety of names, including “e-cigs,” “e-hookahs,” “mods,” “vape pens,” “vapes,” and “tank systems.”
2. E-cigarette use among youth and young adults has become a public health concern. In 2014, current use of e-cigarettes by young adults 18–24 years of age surpassed that of adults 25 years of age and older.
3. E-cigarettes are now the most commonly used tobacco product among youth, surpassing conventional cigarettes in 2014. E-cigarette use is strongly associated with the use of other tobacco products among youth and young adults, including combustible tobacco products.
4. The use of products containing nicotine poses dangers to youth, pregnant women, and fetuses. The use of products containing nicotine in any form among youth, including in e-cigarettes, is unsafe.
5. E-cigarette aerosol is not harmless. It can contain harmful and potentially harmful constituents, including nicotine. Nicotine exposure during adolescence can cause addiction and can harm the developing adolescent brain.
6. E-cigarettes are marketed by promoting flavors and using a wide variety of media channels and approaches that have been used in the past for marketing conventional tobacco products to youth and young adults.

7. Action can be taken at the national, state, local, tribal, and territorial levels to address e-cigarette use among youth and young adults. Actions could include incorporating e-cigarettes into smokefree policies,

preventing access to e-cigarettes by youth, price and tax policies, retail licensure, regulation of e-cigarette marketing likely to attract youth, and educational initiatives targeting youth and young adults.

Chapter 1. Introduction, Conclusions, and Historical Background Relative to E-Cigarettes

Chapter 1 presents the major conclusions of this Surgeon General's report and the conclusions of each chapter. E-cigarettes are presented within their historical context, with an overview of the components of these devices and the types of products. In May 2016, FDA published its final rule deeming e-cigarettes, among other products, to be subject to regulation under the *Federal Food, Drug, and Cosmetic Act*, as amended by the *Family Smoking Prevention and Tobacco Control Act* (*Federal Register* 2016). Chapter 1 outlines the current status of federal regulation of e-cigarettes, particularly as they relate to youth and young adults. The need to protect this population from initiating or continuing the use of tobacco products forms a strong basis for the need to regulate e-cigarettes at the local, state, and national levels, both now and in the future.

Conclusions

1. E-cigarettes are devices that typically deliver nicotine, flavorings, and other additives to users via an inhaled aerosol. These devices are referred to by a variety of names, including "e-cigs," "e-hookahs," "mods," "vape pens," "vapes," and "tank systems."
2. E-cigarettes represent an evolution in a long history of tobacco products in the United States, including conventional cigarettes.
3. In May 2016, the Food and Drug Administration issued the deeming rule, exercising its regulatory authority over e-cigarettes as a tobacco product.

Chapter 2. Patterns of E-Cigarette Use Among U.S. Youth and Young Adults

Among youth and young adults, rates of ever and past-30-day use of e-cigarettes have increased since the earliest e-cigarette surveillance efforts in 2011. According to the National Youth Tobacco Survey (NYTS), both ever use and past-30-day use of e-cigarettes have increased greatly among youth from 2011 to 2015 (Figures 1 and 2) (CDC 2013; Ambrose et al. 2014; Lippert 2015). Among young adults (18–24 years of age), the prevalence of ever use more than doubled from 2013 to 2014 (Figure 3; National Adult Tobacco Survey [NATS], 2013–2014, unpublished data). Figures 5 and 6 compare the prevalence of ever and current e-cigarette use among middle school students, high school students, young adults (18–24 years of age), and adults (≥25 years of age). Data for 2015 were not available for young adults and adults at the time this report was prepared; however, these trends are alarming and warrant continued surveillance.

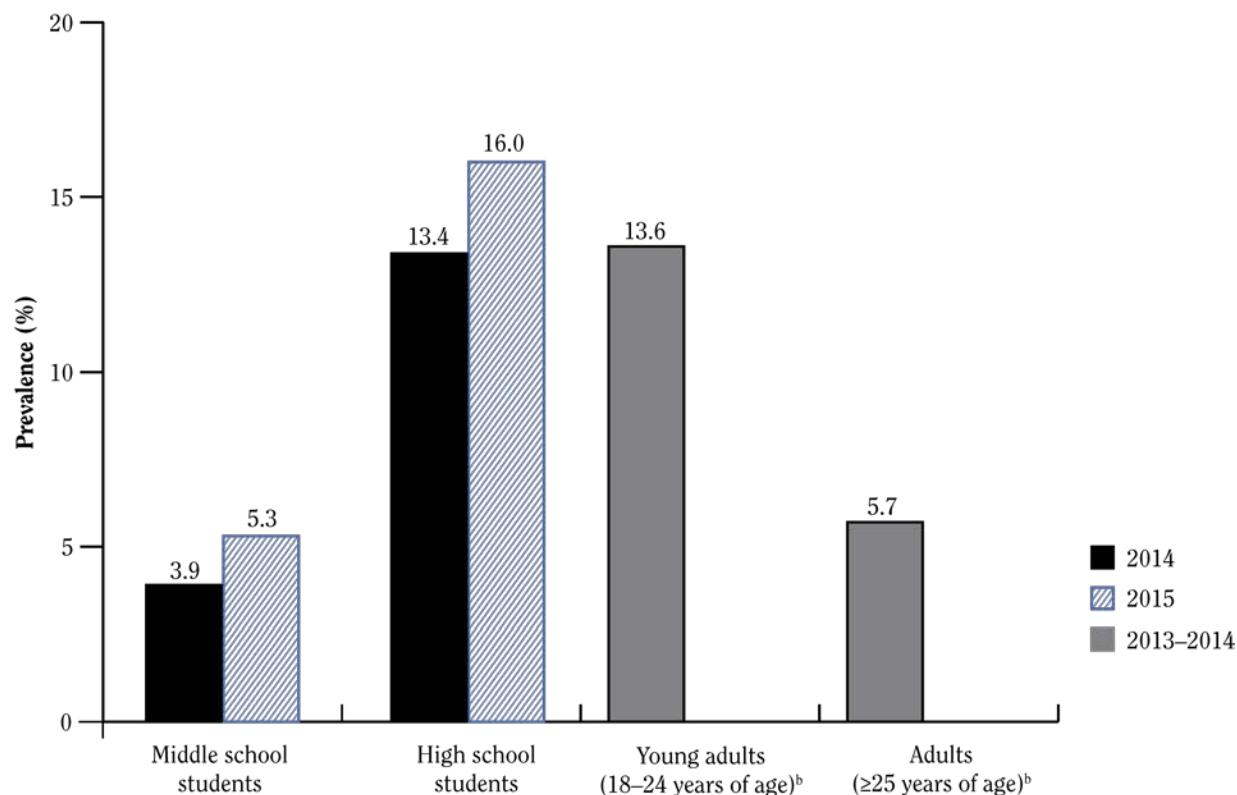
Among youth, e-cigarette use increases with age and is highest among Hispanics and Whites (Tables 2.1a,

2.1b).¹ Among young adults, e-cigarette use is higher among males than females and lowest among Blacks and those with a college education (Table 2.4a). Continued research is necessary to monitor patterns of e-cigarette use across population groups by gender, age, race/ethnicity, and education, as well as sociodemographic characteristics for which disparities in tobacco use have previously been noted, including geography (e.g., subnational data at the state or local levels), sexual orientation and gender identity (e.g., lesbian, gay, bisexual, and transgender), disability/limitation, and socioeconomic status (e.g., household income, poverty status) (CDC 2014; Johnson et al. 2016).

According to data from the Monitoring the Future (MTF) study, in 2015, among youth, past-30-day exclusive use of e-cigarettes (6.7%, 10.4%, and 10.4% in 8th, 10th, and 12th grades, respectively) is more common than exclusive use of conventional cigarettes (1.4%, 2.2%, and 5.3% in those grades) or dual use of e-cigarettes and

¹All tables that are cross-referenced in this Executive Summary can be found in the full report

Figure 5 Percentage of middle school students, high school students, young adults (18–24 years of age), and adults (≥25 years of age) who currently^a use e-cigarettes



Source: Centers for Disease Control and Prevention, unpublished data (NYTS 2014, 2015; data: NATS 2013–2014).

^aFor middle school and high school students (NYTS 2014, 2015), current use included those who reported using e-cigarettes on 1 or more days in the past 30 days. For young adults and adults (NATS 2013–2014), current use included those who reported they had heard of, tried, and used e-cigarettes every day, some days, or rarely at the time of the interview.

^b2013–2014 NATS data for young adults and adults were the latest data available when this Surgeon General's report was prepared.

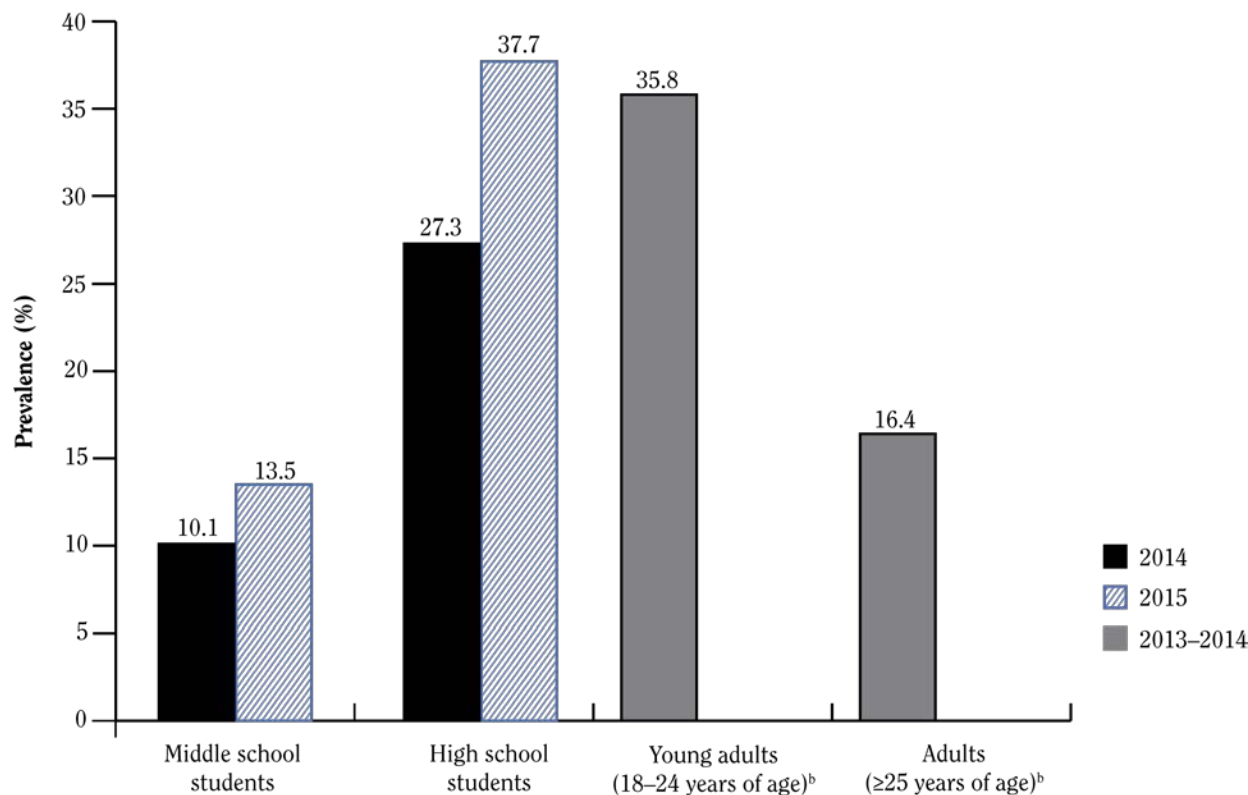
conventional cigarettes (2.4%, 3.5%, and 5.8%) (Figure 7). However, among young adults 18–24 years of age, exclusive use of conventional cigarettes surpasses exclusive use of e-cigarettes and dual use of both products, according to data from the NATS (Figure 3; Table 2.8b). In 2013–2014, 9.6% of young adults were exclusive past-30-day conventional cigarette smokers, compared to 6.1% who were exclusive past-30-day e-cigarette users, and 7.5% who were past-30-day dual users.

Five longitudinal studies to date (Leventhal et al. 2015; Primack et al. 2015; Wills et al. 2016; Barrington-Trimis et al. 2016; Unger et al. 2016) suggest that e-cigarette use is related to the onset of other tobacco product use among youth and young adults, including cigarette smoking and other combustible tobacco product use (e.g., cigar and hookah use). However, these studies are limited in their ability to distinguish experimental

conventional cigarette smokers from regular conventional cigarette smokers at follow-up. Therefore, more studies are needed to elucidate the nature of any true causal relationship between e-cigarette and combustible tobacco product use. Additionally, investigation of whether e-cigarette use is related to other types of substance use (e.g., marijuana, alcohol) might help distinguish the extent to which e-cigarette use may precede or follow other forms of substance use in the context of the common liability/vulnerability model (Vanyukov et al. 2012).

The most commonly cited reasons that youth and young adults report using e-cigarettes include curiosity (Schmidt et al. 2014; Biener and Hargraves 2015; Biener et al. 2015; Kong et al. 2015; McDonald and Ling 2015; Suris et al. 2015; Sutfin et al. 2015), flavorings/taste (Ambrose et al. 2015; University of Michigan 2015), use as a less harmful/less toxic alternative to conventional cigarettes

Figure 6 Percentage of middle school students, high school students, young adults (18–24 years of age), and adults (≥25 years of age) who have ever^a used e-cigarettes



Source: Centers for Disease Control and Prevention, unpublished data (NYTS 2014, 2015; data: NATS 2013–2014).

^aFor middle school and high school students (NYTS 2014, 2015), ever use included those who reported using an e-cigarette, even once or twice. For young adults and adults (NATS 2013–2014), ever use included those who reported they had heard of and tried e-cigarettes.

^b2013–2014 NATS data for young adults and adults were the latest data available when this Surgeon General's report was prepared.

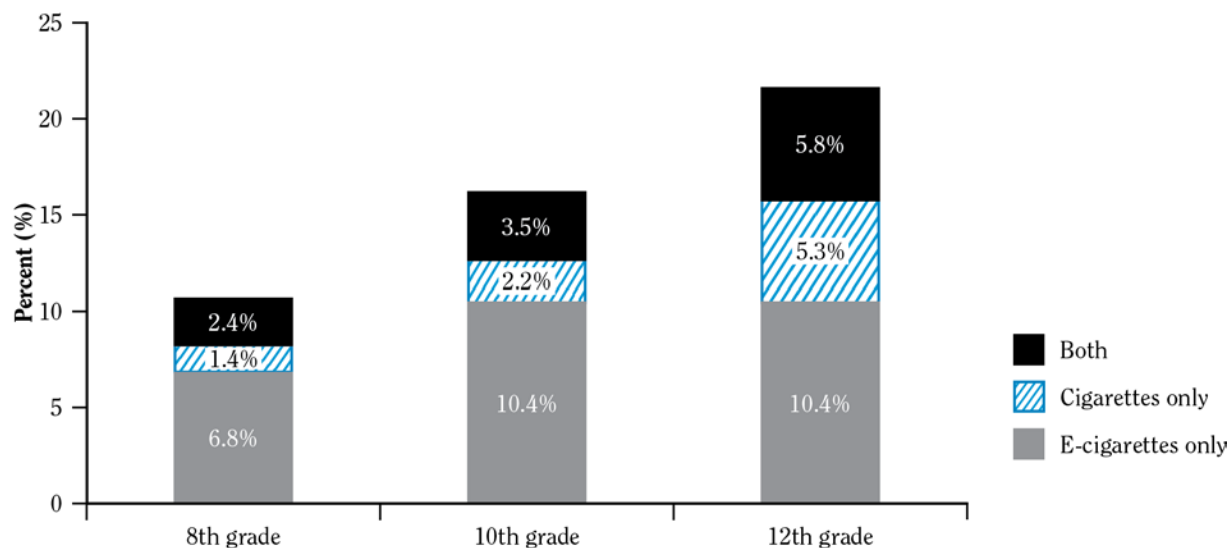
(Peters et al. 2013; Tucker et al. 2014; Ambrose et al. 2015; Kong et al. 2015; McDonald and Ling 2015; Sutfin et al. 2015), and avoidance of indoor smoking restrictions or disturbing people with secondhand smoke from conventional cigarettes (Tucker et al. 2014; Ambrose et al. 2015; Kong et al. 2015; McDonald and Ling 2015; Suris et al. 2015; Sutfin et al. 2015). Using e-cigarettes as an aid to conventional cigarette smoking reduction/cessation (Li et al. 2013; Schmidt et al. 2014; Tucker et al. 2014) does not appear to be a primary reason for use among youth and young adults. Youth and young adult smokers cite lack of satisfaction (Kong et al. 2015), poor taste (Pepper et al. 2014; Kong et al. 2015), and cost (Pepper et al. 2014; Kong et al. 2015) as reasons for discontinuing e-cigarette use. Additional research is needed to examine how reasons for use, including the appeal of flavored e-cigarettes, are

causally related to the onset and progression of e-cigarette use among youth and young adults.

Conclusions

1. Among middle and high school students, both ever and past-30-day e-cigarette use have more than tripled since 2011. Among young adults 18–24 years of age, ever e-cigarette use more than doubled from 2013 to 2014 following a period of relative stability from 2011 to 2013.
2. The most recent data available show that the prevalence of past-30-day use of e-cigarettes was similar among high school students (16% in 2015, 13.4% in 2014) and young adults 18–24 years of age (13.6%

Figure 7 Percentage of students in grades 8, 10, and 12 who used e-cigarettes and cigarettes in the past 30 days; Monitoring the Future (MTF) 2015



Source: University of Michigan, Institute for Social Research, unpublished data (data: MTF 2015).

Note: Questions on e-cigarette use were asked on four of six questionnaire forms. Data presented here are based on those four forms only.

in 2013–2014) compared to middle school students (5.3% in 2015, 3.9% in 2014) and adults 25 years of age and older (5.7% in 2013–2014).

3. Exclusive, past-30-day use of e-cigarettes among 8th-, 10th-, and 12th-grade students (6.8%, 10.4%, and 10.4%, respectively) exceeded exclusive, past-30-day use of conventional cigarettes in 2015 (1.4%, 2.2%, and 5.3%, respectively). In contrast—in 2013–2014 among young adults 18–24 years of age—exclusive, past-30-day use of conventional cigarettes (9.6%) exceeded exclusive, past-30-day use of e-cigarettes (6.1%). For both age groups, dual use of these products is common.
4. E-cigarette use is strongly associated with the use of other tobacco products among youth and young adults, particularly the use of combustible tobacco products. For example, in 2015, 58.8% of high school students who were current users of combustible tobacco products were also current users of e-cigarettes.
5. Among youth—older students, Hispanics, and Whites are more likely to use e-cigarettes than younger students and Blacks. Among young

adults—males, Hispanics, Whites, and those with lower levels of education are more likely to use e-cigarettes than females, Blacks, and those with higher levels of education.

6. The most commonly cited reasons for using e-cigarettes among both youth and young adults are curiosity, flavoring/taste, and low perceived harm compared to other tobacco products. The use of e-cigarettes as an aid to quit conventional cigarettes is not reported as a primary reason for use among youth and young adults.
7. Flavored e-cigarette use among young adult current users (18–24 years of age) exceeds that of older adult current users (25 years of age and older). Moreover, among youth who have ever tried an e-cigarette, a majority used a flavored product the first time they tried an e-cigarette.
8. E-cigarette products can be used as a delivery system for cannabinoids and potentially for other illicit drugs. More specific surveillance measures are needed to assess the use of drugs other than nicotine in e-cigarettes.

Chapter 3. Health Effects of E-Cigarette Use Among U.S. Youth and Young Adults

There is little doubt that the use of e-cigarettes by youth and young adults represents self-administration of the drug nicotine, and this self-administration of nicotine puts youth at risk for addiction and many related harmful consequences. Animal research indicates adolescent brains are particularly sensitive to nicotine's effects, such that subsequent self-administration is more likely, and that same literature indicates that this age group is at risk for a constellation of nicotine-induced neural and behavioral alterations (Table A3.1-4 in Appendix 3.1). Studies of the effects of maternal smoking of conventional cigarettes during pregnancy, coupled with preclinical literature (e.g., animal studies) examining the effects of administration of nicotine during pregnancy, suggest that e-cigarette use by mothers during pregnancy could present a wide variety of risks to fetal, infant, and child brain development.

Users of e-cigarettes risk respiratory exposure to a variety of aerosolized chemicals, including solvents and flavorants added intentionally to e-liquids, adulterants added unintentionally, and other toxicants produced during the heating/aerosolization process (see the section on "Effects of the Inhalation of Aerosol Constituents Other than Nicotine" in Chapter 3). The health impacts of frequent exposure to the toxicants in e-cigarette aerosol are not well understood, though several are known carcinogens. The detection and level of these carcinogens depend on several factors, including the concentration of the e-liquid and the strength of the heating device. Although adults report using e-cigarettes as a cessation device, the evidence supporting the effectiveness of e-cigarettes as an aid for quitting conventional cigarettes remains unproven (Bullen et al. 2013; Caponnetto et al. 2013; Grana et al. 2014b) and nonexistent among youth (Bullen et al. 2013; Caponnetto et al. 2013; Grana et al. 2014b).

Further research is warranted to focus on the characteristics of e-cigarette devices, the constituents of e-liquids, and the user behaviors that can influence the yield of nicotine and other toxicants (Shihadeh and Eissenberg 2015). This close focus includes providing details of devices (e.g., voltage of the power supply, heating element resistance) and components of e-liquids (e.g., propylene glycol, vegetable glycerin, other additives), and measuring user puff topography. Standardization of procedures for producing and delivering the aerosol is likely a necessary component of at least some in vivo and in vitro work. Preclinical work examining the effects of e-cigarette aerosols is a clear research need and, again, the standardization of procedures for production and delivery of the

aerosol is necessary. To enhance relevance, the parameters of aerosol production should span the range of those seen with humans (Shihadeh and Eissenberg 2011).

The huge variety of products of different origin and design, the rapid appearance of new products, and the varied ways in which consumers use these products make the development of standard measurement conditions challenging (Famele et al. 2015). Accordingly, more research is needed to understand how different design features relate to potential toxicity—for example, how various compounds in e-cigarettes are affected by heating, changes in chemical composition, or pH; to what extent these compounds are absorbed into the bloodstream; and how additives to the e-liquid affect the bioavailability of these compounds, among other considerations. Research is also needed to understand whether potential health risks may be ameliorated by changes in product engineering.

Conclusions

1. Nicotine exposure during adolescence can cause addiction and can harm the developing adolescent brain.
2. Nicotine can cross the placenta and has known effects on fetal and postnatal development. Therefore, nicotine delivered by e-cigarettes during pregnancy can result in multiple adverse consequences, including sudden infant death syndrome, and could result in altered corpus callosum, deficits in auditory processing, and obesity.
3. E-cigarettes can expose users to several chemicals, including nicotine, carbonyl compounds, and volatile organic compounds, known to have adverse health effects. The health effects and potentially harmful doses of heated and aerosolized constituents of e-cigarette liquids, including solvents, flavorants, and toxicants, are not completely understood.
4. E-cigarette aerosol is not harmless "water vapor," although it generally contains fewer toxicants than combustible tobacco products.
5. Ingestion of e-cigarette liquids containing nicotine can cause acute toxicity and possibly death if the contents of refill cartridges or bottles containing nicotine are consumed.

Chapter 4. Activities of the E-Cigarette Companies

Although the e-cigarette marketplace is complicated by the differences in brands that are owned by tobacco companies versus independent brands, e-cigarette companies continue to change and influence the manufacturing, price, marketing and promotion, and distribution of e-cigarette products and accessories. The e-cigarette market continues to grow, with projected sales of \$3.5 billion in 2015. Consolidation of e-cigarette companies has been rapid, with the first major merger taking place in 2012. These mergers and acquisitions are likely to continue, but the rate of consolidation may slow down as sales of “cigalikes” (products that resemble cigarettes) have recently decelerated, and “vape shops” could have the potential to influence the e-cigarette marketplace based on the current structure of the marketplace and regulatory landscape. Chapter 4 shows that many of the marketing techniques used by e-cigarette companies are similar to those used by the tobacco industry for conventional cigarettes, and that awareness by youth and young adults of this marketing, and their levels of exposure to it, is high. Further, tracking marketing expenditures and product sales is difficult because of the rapidly changing venues, including “vape shops,” use of social media and online advertising, and limited regulation of marketing.

Conclusions

1. The e-cigarette market has grown and changed rapidly, with notable increases in total sales of e-cigarette products, types of products, consolidation of companies, marketing expenses, and sales channels.
2. Prices of e-cigarette products are inversely related to sales volume: as prices have declined, sales have sharply increased.
3. E-cigarette products are marketed in a wide variety of channels that have broad reach among youth and young adults, including television, point-of-sale, magazines, promotional activities, radio, and the Internet.
4. Themes in e-cigarette marketing, including sexual content and customer satisfaction, are parallel to themes and techniques that have been found to be appealing to youth and young adults in conventional cigarette advertising and promotion.

Chapter 5. E-Cigarette Policy and Practice Implications

Chapters 1–4 document the particular challenges posed by the rapid emergence and dynamic nature of e-cigarette use among youth and young adults. The principles and strategies articulated in the 2014 Surgeon General’s report and prior reports are also relevant to e-cigarettes. The 2014 report was written not long after the use of e-cigarettes began to surge dramatically; that report emphasized the need for rapid elimination of conventional cigarettes and other combustible tobacco products, but did not discuss strategies to minimize adverse effects among youth and young adults (USDHHS 2014). Building on this foundation, Chapter 5 sets out an evidence-based strategy for the future. It describes recommendations related to e-cigarettes that can be taken at the state and local levels to address e-cigarette use among youth and young adults, such as:

- Incorporating e-cigarettes into smokefree policies;
- Preventing access to e-cigarettes by youth;

- Significant increases in tax and price;
- Retail licensure;
- Regulation of e-cigarette marketing that is likely to attract youth and young adults, to the extent feasible under the law; and
- Educational initiatives targeting this population.

Conclusions

1. The dynamic nature of the e-cigarette landscape calls for expansion and enhancement of tobacco-related surveillance to include (a) tracking patterns of use in priority populations; (b) monitoring the characteristics of the retail market; (c) examining policies at the national, state, local, tribal, and territorial levels; (d) examining the channels and messaging for marketing e-cigarettes in order to more

- fully understand the impact future regulations could have; and (e) searching for sentinel health events in youth and young adult e-cigarette users, while longer-term health consequences are tracked.
2. Strategic, comprehensive research is critical to identify and characterize the potential health risks from e-cigarette use, particularly among youth and young adults.
 3. The adoption of public health strategies that are precautionary to protect youth and young adults from adverse effects related to e-cigarettes is justified.
 4. A broad program of behavioral, communications, and educational research is crucial to assess how youth perceive e-cigarettes and associated marketing messages, and to determine what kinds of tobacco control communication strategies and channels are most effective.
 5. Health professionals represent an important channel for education about e-cigarettes, particularly for youth and young adults.
 6. Diverse actions, modeled after evidence-based tobacco control strategies, can be taken at the state, local, tribal, and territorial levels to address e-cigarette use among youth and young adults, including incorporating e-cigarettes into smoke-free policies; preventing the access of youth to e-cigarettes; price and tax policies; retail licensure; regulation of e-cigarette marketing that is likely to attract youth and young adults, to the extent feasible under the law; and educational initiatives targeting youth and young adults. Among others, research focused on policy, economics, and the e-cigarette industry will aid in the development and implementation of evidence-based strategies and best practices.

The Call to Action

Finally, the Call to Action is issued to accelerate policies and approaches that can reduce the public health threat posed by e-cigarette use among young people. It offers a list of goals and evidence-based strategies designed to reduce the public health threat posed by e-cigarette use among youth and young adults.

Goal 1. First, Do No Harm

- **Strategy 1A.** Implement a comprehensive strategy to address e-cigarettes that will avoid adverse consequences and give careful consideration to the risks for youth and young adults. This can be done by including e-cigarettes in policies and programs related to conventional cigarette smoking at the national, state, local, tribal, and territorial levels.
- **Strategy 1B.** Provide consistent and evidence-based messages about the health risks of e-cigarette use and exposure to secondhand aerosol from e-cigarettes.

Goal 2. Provide Information About the Dangers of E-Cigarette Use Among Youth and Young Adults

- **Strategy 2A.** Educate parents, teachers, coaches, and other influencers of youth about the risks of e-cigarette use among youth and young adults.
- **Strategy 2B.** Educate health professionals about the risks of e-cigarette use among youth and young adults.

Goal 3. Continue to Regulate E-Cigarettes at the Federal Level to Protect Public Health

- **Strategy 3A.** Implement FDA regulatory authority over the manufacturing, marketing, and distribution of e-cigarettes.
- **Strategy 3B.** Reinforce other federal agencies as they implement programs and policies to address e-cigarettes.

Goal 4. Promote Programs and Policies at the State and Local Levels to Prevent E-Cigarette Use Among Youth and Young Adults

- **Strategy 4A.** State, local, tribal, and territorial governments should implement population-level strategies to reduce e-cigarette use among youth and young adults, such as including e-cigarettes in smokefree indoor air policies, restricting youth access to e-cigarettes in retail settings, licensing retailers, and establishing specific package requirements.
- **Strategy 4B.** Coordinate, evaluate, and share best practices from state and local entities that have implemented programs and policies to address e-cigarette use among youth and young adults.

Goal 5. Curb Advertising and Marketing that Encourages Youth and Young Adults to Use E-Cigarettes

- **Strategy 5A.** Curb e-cigarette advertising and marketing that are likely to attract youth and young adults.
- **Strategy 5B.** Urge the e-cigarette companies to stop advertising and marketing that encourages and glamorizes e-cigarette use among youth and young adults.

Goal 6. Expand Surveillance, Research, and Evaluation Related to E-Cigarettes

- **Strategy 6A.** Improve the quality, timeliness, and scope of e-cigarette surveillance, research, and evaluation.
- **Strategy 6B.** Address surveillance, research, and evaluation gaps related to e-cigarettes.

Summary

We know a great deal about what works to effectively prevent tobacco use among young people (USDHHS 2012). Now we must apply these strategies to e-cigarettes—and continue to apply them to other tobacco products. To achieve success, we must work together, aligning and coordinating efforts across a wide range of stakeholders, including individuals and families; public health professionals and

clinicians; federal, state, local, tribal, and territorial governments; public health agencies; and researchers. We must protect our nation's young people from a lifetime of nicotine addiction and associated problems by immediately addressing e-cigarettes as an urgent public health problem. Now is the time to take action.

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CITY OF LAGUNA WOODS



FIRE HAZARD SEVERITY ZONES IN LOCAL RESPONSIBILITY AREA

Updated: August 25, 2017

Legend

--- City Limit

Fire Hazard Severity Zones in Local Responsibility Area (LRA)

- Very High / Incorporated LRA
- High / Incorporated LRA
- Moderate / Incorporated LRA

Reference: Laguna Woods Municipal Code
Chapter 10.13

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8.1

“A PLACE FOR PAWS” DOG PARK

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 18, 2017 Regular Meeting
SUBJECT: "A Place for Paws" Dog Park

Recommendation

1. Approve a memorandum of understanding with the Golden Rain Foundation of Laguna Woods to allow for the City's operation and maintenance of a dog park along Ridge Route Drive and authorize the Mayor to execute the memorandum of understanding, subject to approval as to form by the City Attorney. ***(Please refer to Attachment A.)***

AND

2. Direct the Mayor to call a special meeting of the City Council following October 31, 2017 to consider the interim status of "A Place for Paws" Dog Park, if Third Laguna Hills Mutual has not by then indicated its consent to the temporary operation and maintenance of the Dog Park in its existing location.

AND

3. Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND

ENDING JUNE 30, 2019, RELATED TO CAPITAL IMPROVEMENT PROJECTS, THE ADDITION OF A NEW “A PLACE FOR PAWS” DOG PARK RELOCATION PROJECT, AND RELATED GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS

[Please refer to attachments B and C (particularly page 47).]

AND

4. Approve a resolution entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE SEVEN-YEAR CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2017-18 THROUGH 2023-24 IN COMFORMANCE WITH MEASURE M2 AND ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 REQUIREMENTS

(Please refer to Attachment D.)

- Attachments: A – Proposed Memorandum of Understanding (Recommendation #1)
B – Proposed Resolution (Recommendation #3)
C – Proposed Amended Chapter 4.0 (City Capital Projects) of the Fiscal Years 2017-19 Budget & Work Plan (Recommendation #3)
D – Proposed Resolution (Recommendation #4)
Exhibit A – Seven-Year Capital Improvement Program for Fiscal Years 2017-18 through Fiscal 2023-24

**MEMORANDUM OF UNDERSTANDING
TO ALLOW FOR THE CITY OF LAGUNA WOODS' OPERATION AND
MAINTENANCE OF A DOG PARK ALONG RIDGE ROUTE DRIVE ("MOU")**

1. **CONSENT TO DOG PARK OPERATION AND MAINTENANCE.** Effective on the date of execution below, the Golden Rain Foundation of Laguna Woods, a non-profit mutual benefit corporation (GRF), grants a temporary license to the City of Laguna Woods for the operation and maintenance of a dog park within the "street easement" and "vehicular access rights" areas immediately adjacent to Ridge Route Drive as shown on County of Orange Tract Maps 5719 and 6998. Such license extends only to the extent that such areas are owned either in whole or in part by GRF, and only to the extent that the City of Laguna Woods chooses to operate a dog park in such areas. The term of this license and accompanying MOU shall end at 11:59 p.m. on June 30, 2027. Such term may be extended upon written agreement of both parties to this MOU.
2. **LIMITATIONS.** The City of Laguna Woods shall not expand or modify the size or location of the dog park that exists on the above described property as of the date of execution below without the express written permission of GRF. This provision shall not limit the City of Laguna Woods' discretion to make repairs or improvements to the dog park within its existing size and location, or to choose to reduce the size of the dog park. By entering into this MOU, the City of Laguna Woods makes no guarantee or warranty to GRF regarding the size or facilities of the dog park, nor guarantees the continued operation of a dog park at all, and the City of Laguna Woods reserves to itself all statutory and other immunities at law or equity.
3. **DOG PARK ACCESS.** The City of Laguna Woods shall meet, confer, and cooperate in good faith with GRF on such improvements to the dog park as may be proposed by GRF, to enhance the ease, efficiency, safety, or security of access to and from the dog park, its appurtenant parking facilities, or adjacent public park, street, or access way facilities.
4. **INDEMNIFICATION.** The City of Laguna Woods agrees to indemnify, protect, defend, and hold GRF and its respective elected and appointed boards, officials, officers, agents, employees, attorneys and volunteers harmless from and against any and all claims, losses, liabilities, actions, judgements, costs, and expenses (including reasonable attorneys' fees and costs) that they may suffer or incur as a result of the operation and maintenance of a dog park as specified herein.
5. **AUTHORITY TO EXECUTE.** The person or persons executing this MOU on behalf of GRF and City of Laguna Woods represents and warrants that he/she/they has/have the authority to so execute this MOU and to bind GRF or City of Laguna Woods to the performance of its obligations hereunder.
6. **BINDING EFFECT.** This MOU shall be binding upon the heirs, executors, administrators, successors, and assigns of the parties.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the parties hereto have caused this MOU to be executed the day and year first above written.

“GOLDEN RAIN FOUNDATION OF LAGUNA WOODS”

Signature

Date

Name and Title

“CITY OF LAGUNA WOODS”

Signature

Date

Name and Title

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2017-19 BUDGET AND WORK PLAN FOR FISCAL YEAR 2017-18 COMMENCING JULY 1, 2017 AND ENDING JUNE 30, 2018, AND FISCAL YEAR 2018-19 COMMENCING JULY 1, 2018 AND ENDING JUNE 30, 2019, RELATED TO CAPITAL IMPROVEMENT PROJECTS, THE ADDITION OF A NEW “A PLACE FOR PAWS” DOG PARK RELOCATION PROJECT, AND RELATED GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS

WHEREAS, the Fiscal Years 2017-19 Budget and Work Plan (“Budget”) was adopted by the City Council on June 28, 2017; and

WHEREAS, City Council action is required to increase fund-level budget appropriations adopted as a part of the Budget; and

WHEREAS, subsequent to the adoption of the Budget, the City Council added the “ ‘A Place for Paws’ Dog Park Relocation Project” (“Project”) to the City’s Capital Improvement Program for Fiscal Year 2017-18; and

WHEREAS, it is necessary for the City Council to establish a new Fiscal Year 2017-18 budget for the Project in the Capital Projects Fund in the amount of \$325,000, with the appropriation drawn from the General Fund unassigned balance, in order for design and construction work to be completed (as of October 2017; subject to the completion of design documents, construction drawings, and competitive bids).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. Chapter 4.0 (City Capital Projects) of the Fiscal Years 2017-19 Budget and Work Plan for the City of Laguna Woods is hereby amended and adopted as presented at the October 18, 2017 City Council meeting.

SECTION 2. Section 2 of Resolution No. 17-20, as previously amended by Resolution No. 17-28 and Resolution No. 17-XX, is hereby amended, in its entirety, to read as follows:

The budget appropriations authorized, on a fund level, are:

	<i>Fiscal Year 2017-18</i>	<i>Fiscal Year 2018-19</i>
General Fund	\$6,101,938	\$5,621,246
Capital Projects Fund	\$742,888	\$165,000
<i>Transportation Funds</i>		
Fuel Tax	\$447,936	\$300,102
Road Maintenance & Rehabilitation Program	\$50,000	\$110,250
Measure M2	\$242,044	\$242,992
<i>Public Safety Funds</i>		
Supplemental Law Enforcement Services	\$141,707	\$123,500
<i>Environmental Funds</i>		
Beverage Container Recycling	\$5,000	\$0
<i>Community Services Funds</i>		
PEG/Cable Television	\$2,000	\$2,047
Senior Mobility	\$294,179	\$316,700
Community Development Block Grant (CDBG)	\$145,700	\$145,700
TOTAL	\$8,173,392	\$7,027,538

The budget appropriations authorized by this section reflect the Fiscal Years 2017-19 adopted budgets, plus authorized budget adjustments approved between July 1, 2017 and the date of this amendment. The budget appropriations authorized by this section do not include carryovers of approved, but unspent, budget appropriations from prior fiscal years. Such carryovers were approved by the City Council with the adoption of the current budget and/or pursuant to Administrative Policy 2.9.

SECTION 3. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted
by the City Council of the City of Laguna Woods at a regular meeting thereof, held
on the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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4.0. CITY CAPITAL PROJECTS

This chapter is intended to describe major capital improvement projects that are included in this budget, as well as projects that are currently unfunded, but may be considered in the future.

CAPITAL IMPROVEMENT PROGRAM

In order to assist with the long-term development of funding for major capital improvement projects on public property, the City Council adopts a seven-year Capital Improvement Program (“CIP”) on an annual basis. The CIP and the seven-year period to which it applies is also a requirement for receiving funding from Orange County’s Measure M2 half-cent sales tax, which voters approved in 2006 to fund transportation projects and activities. While the first two years of the CIP are included in this budget and work plan, it is important to note that the City Council retains the ability to modify the CIP at its discretion and that no funding commitment is created by the inclusion of unfunded projects or projects planned for future years.

The City considers a “major capital improvement project” to be any project that meets the definition of a “public project” in Section 22002 of the State of California’s Public Contracts Code, including “construction, reconstruction, erection, alteration, renovation, improvement, demolition, and repair work” of facilities owned, leased, or operated by the City, as well as any non-minor “painting or repainting.” Maintenance is not considered a public project. A “major capital improvement project” also includes pavement management work included in the City’s seven-year Pavement Management Plan.

The City classifies its major capital improvement projects as either primarily relating to buildings (e.g., City Hall), green spaces (e.g., landscaping and parks), and/or transportation (e.g., streets and traffic control devices). These classifications are intended to organize similar projects for ease of reference. Throughout the CIP, projects are color-coded **purple** for building projects, **green** for green spaces projects, and **blue** for transportation projects. Where a project is classified in multiple categories, the color-coding is blended (e.g., transportation/green spaces projects are color-coded **blue/green**).

Major capital improvement projects are further categorized as either funded, partially funded, or unfunded. Partial funding of projects is not unusual, as full

funding may be developed over the course of several fiscal years, as grants and other federal, state, and county funds are obtained in order to reduce impacts to the General Fund. In other cases, funding from the General Fund may be set aside for projects over multiple fiscal years in the interest of fiscal prudence. The preparation of design documents and construction drawings may also precede the allocation of construction funding.

SIGNIFICANT CHANGES IN CAPITAL IMPROVEMENT PROJECTS

Fiscal Year 2017-18

A project to rehabilitate the pavement on westbound El Toro Road between Avenida Sevilla and Paseo de Valencia has been added to the Fiscal Year 2017-18 Budget & Work Plan and CIP as a funded project. The project is part of the City's seven-year Pavement Management Plan.

A project to improve pedestrian accessibility in several locations along Moulton Parkway has been added to the Fiscal Year 2017-18 Budget & Work Plan and CIP as a funded project contingent on the receipt of external funding. The City has received a tentative notice of award of Community Development Block Grant ("CDBG") funds for the project.

A project to improve drainage in the vicinity of Moulton Parkway at Santa Maria Avenue has been added to the Fiscal Year 2017-18 Budget & Work Plan and CIP as a funded project.

Construction of the "City Hall Restroom Repair and Improvement Project" has been added to the Fiscal Year 2017-18 Budget & Work Plan and CIP as a funded project. Design documents and construction drawings were prepared in Fiscal Year 2016-17.

A project to design various refurbishments and safety improvements at City Hall has been added to the Fiscal Year 2017-18 Budget & Work Plan and CIP as a funded project. Construction of the refurbishments has been added to the Fiscal Year 2018-19 Budget & Work Plan and CIP as a funded project.

Fiscal Year 2018-19

A project to rehabilitate the pavement on eastbound El Toro Road between Avenida Sevilla and Church Intersection has been added to the Fiscal Year 2018-19 Budget & Work Plan and CIP as a funded project. The project is part of the City's seven-year Pavement Management Plan.

A project to improve pedestrian accessibility in several locations along El Toro Road and Moulton Parkway has been added to the Fiscal Year 2018-19 Budget & Work Plan and CIP as a funded project, contingent on the receipt of external funding. The City intends to apply for CDBG funds for the project.

A project to design water efficient improvements for the medians located on El Toro Road between Calle Sonora and Moulton Parkway has been added to the Fiscal Year 2018-19 Budget & Work Plan and CIP as a funded project. The City Council is expected to consider funding construction as part of the Fiscal Years 2019-20 Budget & Work Plan and CIP.

A project to refurbish and improve safety at City Hall has been added to the Fiscal Year 2018-19 Budget & Work Plan and CIP as a funded project.

Future Fiscal Years

The following projects have been added to the CIP as unfunded projects for the fiscal years noted. The City Council is expected to consider funding as a part of the respective fiscal years budgets, work plans, and CIPs.

[Capital Projects Summary – Changes for Future Fiscal Years]

Fiscal Year	Project Title
2019-20	Americans with Disabilities Act (ADA) Pedestrian Accessibility Project: Phase 3 (El Toro Road)
2019-20	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)
2019-20	City Hall Emergency Backup Generator Project (Design)
2020-21	Woods End Wilderness Preserve Trail Drainage and Improvement Project
2020-21	City Hall Emergency Backup Generator Project (Construction)
2020-21	City Hall Television Broadcast Improvement Project
2021-22	Americans with Disabilities Act (ADA) Pedestrian Accessibility Project: Phase 4 (Moulton Parkway and Santa Maria Avenue)
2022-23	Americans with Disabilities Act (ADA) Pedestrian Accessibility Project: Phase 5 (El Toro Road and Santa Maria Avenue)

The estimated cost of the pedestrian accessibility improvements included in the “Pavement Management Plan Project (Eastbound Ridge Route Drive between Eastern City Limit and Moulton Parkway)” has been increased by \$1,750, based on the nature of anticipated improvements.

The estimated costs for design and construction of the “El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway)” have been decreased by \$181,300, based on conceptual design changes. It is assumed that no hardscape maintenance band will be installed and that the irrigated area will be limited to 25% of the pervious surface area.

The “Santa Maria Avenue Water Efficient Median Project” has been removed from the CIP. It was previously included as an unfunded project; however, after further consideration, it has been determined that on-site conditions do not necessitate such extensive reconstruction, at this time.

FUTURE OUTLOOK FOR CAPITAL PROJECTS

The City’s seven-year Pavement Management Plan anticipates rehabilitation phased in a manner that is intended to minimize the length and impact of in-lane roadway work on residents and businesses. The Pavement Management Plan will undergo a biennial update during Fiscal Year 2017-18 for a term spanning fiscal years 2018-19 through 2024-25. It is anticipated that additional pavement management plan projects will be identified through that effort.

Pedestrian accessibility improvements on City sidewalks and curb ramps will continue to be necessary on an ongoing basis, as even well-maintained and presently accessible hardscape cracks, lifts, or otherwise degrades over time. It is anticipated that an accessibility survey will be completed during Fiscal Year 2020-21, and every five years thereafter, to identify future projects.

During Fiscal Years 2017-19, staff will conduct an analysis of El Toro Road and Moulton Parkway in order to identify opportunities for active transportation, pedestrian and bicycle safety, transit facility, drainage and storm water capture, and other “complete streets” improvements. It is anticipated that future projects will be identified through that effort.

During Fiscal Years 2017-19, staff will prepare a scope of work for additional refurbishments and safety improvements at City Hall. It is anticipated that the scope of work will form the basis of a future, second phase of the “City Hall Refurbishment and Safety Improvement Project.”

Like jurisdictions throughout California, the City’s urban forest is impacted by the invasive Polyphagous Shot Hole Borer (“PSHB”). The PSHB has infected more than one-third of the Sycamore trees on El Toro Road (as of November 2016) with a pathogenic fungi likely to cause branch dieback, canopy loss, and/or death. While the infected trees show only minimal impacts at present,

extensive tree removal and replacement may be required in coming years to maintain a healthy and safe urban forest. Staff is currently monitoring the situation and developing a recommended course of action. PSHB response is included as a significant work plan item in this budget and work plan.

FUNDED AND PARTIALLY FUNDED CAPITAL IMPROVEMENT PROJECTS

[Funded and Partially Funded Capital Projects – Fiscal Year 2017-18]

Project Title	Page
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Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)	43
Americans with Disabilities Act (ADA) Pedestrian Accessibility Project: Phase 1 (Moulton Parkway)	44
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“A Place for Paws” Dog Park Relocation Project	47
City Hall Restroom Repair and Improvement Project	48
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[Funded and Partially Funded Capital Projects – Fiscal Year 2018-19]

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El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Design)	52
City Hall Refurbishment & Safety Project: Phase 1 (Construction)	53

AMENDMENT RECORD

Significant amendments made to the CIP are summarized in this section.

9/20/2017 – Modified the estimated construction and implementation costs for the “Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)” to reflect the planned expenditure of Road Maintenance and Rehabilitation Program funds.

Added estimates of the useful lives of the “Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)” and the “Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection),” in order to comply with Road Maintenance and Rehabilitation Program funding requirements.

10/18/2017 – Added the “ ‘A Place for Paws’ Dog Park Relocation Project” as a funded project for Fiscal Year 2017-18.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **El Toro Road Traffic Signal Synchronization Project**

Classification: **Transportation**

Funding Status: **Funded (Multiple Prior Years)**

Priority

Alignment:



Healthy and safe



High in quality of life



Environmentally conscious

Project Description

This project is a multi-city undertaking with the City acting as the lead agency with support from the City of Aliso Viejo, City of Laguna Hills, and the California Department of Transportation (“Caltrans”). The project includes synchronization work and the installation of traffic detection, monitoring, and backup power equipment at certain intersections on El Toro Road from Bells Vireo Lane (in Aliso Viejo) to Bridger Road (in Laguna Hills).

Purpose

This project will help improve the flow of traffic by modifying timing plans and installing various equipment to reduce congestion. Minimization of the time motor vehicles spend idling at red lights will also improve air quality and new uninterrupted power supplies will help sustain the operation of traffic signals during energy shortages and disruptions.

Construction and Implementation Costs

This project is currently awarded \$514,000 in funding from the Orange County Transportation Authority’s Measure M2 program. The City will match the award with in-kind services and \$83,020 in CARITS funds. The total project cost, including matches from all involved agencies, is \$642,500.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Moulton Parkway Traffic Signal Synchronization Project**

Classification: **Transportation**

Funding Status: **Funded (Multiple Prior Years)**

Priority

Alignment:



Healthy and safe



High in quality of life



Environmentally conscious

Project Description

This project is a multi-city undertaking with the City acting as the lead agency with support from the City of Laguna Hills, City of Laguna Niguel, and the California Department of Transportation ("Caltrans"). The project includes synchronization work and the installation of traffic detection, monitoring, and backup power equipment at certain intersections on Moulton Parkway from Lake Forest Drive (in Laguna Hills) to Camino del Avion (in Laguna Niguel).

Purpose

This project will help improve the flow of traffic by modifying timing plans and installing various equipment to reduce congestion. Minimization of the time motor vehicles spend idling at red lights will also improve air quality and new uninterrupted power supplies will help sustain the operation of traffic signals during energy shortages and disruptions.

Construction and Implementation Costs

This project is currently awarded \$645,440 in funding from the Orange County Transportation Authority's Measure M2 program. The City will match the award with in-kind services and \$65,680 in CARITS funds. The total project cost, including matches from all involved agencies, is \$808,050.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)**

Classification: **Transportation** Street Section ID: W/BET-AS-PDV

Funding Status: **Funded (2017-18)** Estimated Useful Life: **5 years**

Priority Alignment:



Healthy and safe



High in quality of life

Project Description

This project involves the rehabilitation of pavement along the specified street section, including replacement of deteriorated pavement and a surface seal of crack sealant and rubberized slurry. Pedestrian accessibility improvements will also be made along the street section and/or within the City.

Purpose

This project is a part of the City's seven-year Pavement Management Plan to extend the useful life and improve the quality of pavement on street sections rated at a Pavement Condition Index ("PCI") below 80. Ongoing pavement management helps to minimize the prolonged and more impactful work that typically accompanies projects involving significantly degraded pavement. As of January 2016, the specified street section had a PCI of 78.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$157,500 (as of May 2016; subject to the completion of design documents, construction drawings, and competitive bids). \$50,000 in Road Maintenance and Rehabilitation Program revenue and \$107,500 in Fuel Tax revenue will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 1 (Moulton Parkway)**

Classification: **Transportation**

Funding Status: Contingent on the receipt of external funding (2017-18)

Priority

Alignment:



Healthy and safe



High in quality of life

Project Description

This project involves the improvement of pedestrian paths-of-travel, including elimination of gaps, lifts, and other uneven sidewalk surfaces; reconstruction of curb ramps; and, replacement of detectable warnings. Right-of-way may also be modified to increase navigable area and clearances.

Purpose

This project is based on the findings of an accessibility survey of City sidewalks and curb ramps. The improvements are intended to enhance ease of travel and promote compliance with the Americans with Disabilities Act of 1990, Architectural Barriers Act of 1968, and Rehabilitation Act of 1973.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$145,700 (as of January 2017; subject to the completion of design documents, construction drawings, and competitive bids). This project is contingent on the receipt of external funding. The City anticipates receiving Community Development Block Grant ("CDBG") funding.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)**

Classification: **Transportation**

Funding Status: **Funded (2017-18)**

Priority

Alignment:



Healthy and safe



High in quality of life

Project Description

The project involves the installation of a box culvert and related drainage, as well as the repair of an existing perforated pipe, on Moulton Parkway south of Santa Maria Avenue. Portions of the southbound sidewalk will be removed to allow for the repair of the perforated pipe and replaced with mulch or another pervious covering to facilitate future repairs.

Purpose

This project is intended to improve drainage and prevent pooling near curb ramps and in pedestrian paths-of-travel.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$59,563 (as of April 2017; subject to competitive bids). Unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Moulton Parkway Water Efficient Median Improvement Project (Construction)**

Classification: **Transportation/Green Spaces**

Funding Status: **Funded (2016-17)**

Priority

Alignment:



Healthy and safe



High in quality of life



Environmentally conscious

Project Description

This project involves retrofitting three primarily turf grass medians with drought-tolerant landscaping, water efficient irrigation systems, and “purple pipe” for future recycled water use. The irrigated area of the medians will be limited to 25% of the pervious surface area. The medians are located on Moulton Parkway between Via Campo Verde and Via Iglesia.

Purpose

This project is intended to reduce irrigation-related water consumption and runoff through the replacement of turf grass with drought-tolerant plantings and overhead spray irrigation with a more water efficient alternative. Moving irrigation systems and plantings further from the curb face of the medians will also help prevent inadvertent runoff and related pavement damage. When available, the use of recycled water for irrigation will help conserve potable water, thereby reducing demand for imported water.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$273,914 (as of June 2017). Fuel tax revenue will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **“A Place for Paws” Dog Park Relocation Project**

Classification: **Green Spaces**

Funding Status: Funded (2017-18)

Priority

Alignment:



Healthy and safe



High in quality of life

Project Description

This project involves relocating “A Place for Paws” Dog Park from its present location along Ridge Route Drive east of the eastbound public parking lot to a new location west of the eastbound public parking lot. The relocated dog park will include facilities and amenities similar to the existing dog park. Due to the limited area and intensity of use of the dog park, as well as the on-going operations and maintenance requirements associated with natural turf grass, an artificial turf grass designed for use by dogs will be the primary recreational surface. This project also involves the conversion of the existing dog park to a permeable sidewalk with parkways.

Purpose

This project is intended to provide continued local access to a public dog park in a new location.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$325,000 (as of October 2017; subject to the completion of design documents, construction drawings, and competitive bids). Unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **City Hall Restroom Repair and Improvement Project**

Classification: **Buildings**

Funding Status: **Funded (2017-18)**

Priority

Alignment:



Healthy and safe

Project Description

This project involves the repair of the deteriorated subfloor in the second floor restrooms at City Hall, including replacement of tile flooring and underlying lightweight concrete. Accessibility, lighting, energy, heating, ventilation, and air conditioning improvements will also be made in both the first and second floor restrooms, and first floor drinking fountains.

Purpose

This project is necessary in order to complete the repair of the deteriorated subfloor at City Hall, improve accessibility and energy efficiency within City Hall, and modernize restroom and drinking facilities.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$283,363 (as of May 2017; subject to competitive bids). Unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **City Hall Refurbishment and Safety Project: Phase 1 (Design)**

Classification: **Buildings**

Funding Status: **Funded (2017-18)**

Priority

Alignment:



Healthy and safe

Project Description

This project involves refurbishments and safety improvements at City Hall, including the exterior, public areas, and stairwells. Improvements will include paint, façade repair, replacement of deteriorated signage, reconstruction of damaged planters, replacement of stained/worn carpeting and baseboards, accessibility improvements, and safety and security modifications.

Purpose

This project is intended to ensure that City Hall remains a safe, accessible, and well-maintained public space. The improvements will help to safeguard the City's only public building and seat of government.

Design Costs

The one-time cost of designing this project is estimated at \$22,500. Unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)**
Classification: **Transportation** Street Section ID: E/BET-AS-LCC
Funding Status: **Funded (2018-19)** Estimated Useful Life: 5 years
Priority Alignment:


 Healthy and safe


 High in quality of life

Project Description

This project involves the rehabilitation of pavement along the specified street section, including replacement of deteriorated pavement and a surface seal of crack sealant and rubberized slurry. Pedestrian accessibility improvements will also be made along the street section and/or within the City.

Purpose

This project is a part of the City's seven-year Pavement Management Plan to extend the useful life and improve the quality of pavement on street sections rated at a Pavement Condition Index ("PCI") below 80. Ongoing pavement management helps to minimize the prolonged and more impactful work that typically accompanies projects involving significantly degraded pavement. As of January 2016, the specified street section had a PCI of 79.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$110,250 (as of May 2016; subject to the completion of design documents, construction drawings, and competitive bids). Road Maintenance and Rehabilitation Program revenue will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 2 (El Toro Road and Moulton Parkway)**

Classification: **Transportation**

Funding Status: Contingent on the receipt of external funding (2018-19)

Priority

Alignment:



Healthy and safe



High in quality of life

Project Description

This project involves the improvement of pedestrian paths-of-travel, including elimination of gaps, lifts, and other uneven sidewalk surfaces; reconstruction of curb ramps; and/or, replacement of detectable warnings. Right-of-way may also be modified to increase navigable area and clearances.

Purpose

This project is based on the findings of an accessibility survey of City sidewalks and curb ramps. The improvements are intended to enhance ease of travel and promote compliance with the Americans with Disabilities Act of 1990, Architectural Barriers Act of 1968, and Rehabilitation Act of 1973.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$145,700 (as of January 2017; subject to the completion of design documents, construction drawings, and competitive bids). This project is contingent on the receipt of external funding. The City anticipates applying for Community Development Block Grant ("CDBG") funding.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **El Toro Road Water Efficient Median Improvement Project
(Between Calle Sonora and Moulton Parkway) (Design)**

Classification: **Transportation/Green Spaces**

Funding Status: **Funded (2018-19)**

Priority

Alignment:



Healthy and safe



High in quality of life

Project Description

This project involves retrofitting two primarily turf grass medians with drought-tolerant landscaping, water efficient irrigation systems, and “purple pipe” for future recycled water use. The irrigated area of the medians will be limited to 25% of the pervious surface area. The medians are located on El Toro Road between Calle Sonora and Moulton Parkway.

Purpose

This project is intended to reduce irrigation-related water consumption and runoff through the replacement of turf grass with drought-tolerant plantings and overhead spray irrigation with a more water efficient alternative. Moving irrigation systems and plantings further from the curb face of the medians will also help prevent inadvertent runoff and related pavement damage. When available, the use of recycled water for irrigation will help conserve potable water, thereby reducing demand for imported water.

Design Costs

The one-time cost of designing this project is estimated at \$19,250. Fuel Tax revenue will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET



Project Title: **City Hall Refurbishment and Safety Project: Phase 1 (Construction)**

Classification: **Buildings**

Funding Status: **Funded (2018-19)**

Priority

Alignment:



Healthy and safe



Environmentally conscious

Project Description

This project involves refurbishments and safety improvements at City Hall, including the exterior, public areas, and stairwells. Improvements will include paint, façade repair, replacement of deteriorated signage, reconstruction of damaged planters, replacement of stained/worn carpeting and baseboards, accessibility improvements, and safety and security modifications.

Purpose

This project is intended to ensure that City Hall remains a safe, accessible, and well-maintained public space. The improvements will help to safeguard the City's only public building and seat of government.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$165,000 (as of May 2017; subject to the completion of design documents, construction drawings, and competitive bids). Unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Projects**

Classification: **Transportation** **Funding Status:** Unfunded

Projected Funding Plan: See Table Below

Project Description

These projects involve the improvement of pedestrian paths-of-travel along El Toro Road, Moulton Parkway, and Santa Maria Avenue, including elimination of gaps, lifts, and other uneven sidewalk surfaces; reconstruction of curb ramps; and/or, replacement of detectable warnings. Right-of-way may also be modified to increase navigable area and clearances.

Street(s)
El Toro Road
Moulton Parkway and Santa Maria Avenue
El Toro Road and Santa Maria Avenue

Purpose

These projects are based on the findings of an accessibility survey of City sidewalks and curb ramps. The improvements are intended to enhance ease of travel and promote compliance with the Americans with Disabilities Act of 1990, Architectural Barriers Act of 1968, and Rehabilitation Act of 1973.

Construction and Implementation Costs

Over the course of fiscal years 2019-20 through 2022-23, the one-time cost of designing and constructing these projects is estimated at \$437,100 (as of January 2017; subject to the completion of design documents, construction drawings, and competitive bids). These projects are contingent on the receipt of external funding. The City anticipates applying for Community Development Block Grant ("CDBG") funding.

Street(s)	Anticipated Fiscal Year	Total
El Toro Road	2019-20	\$145,700
Moulton Parkway and Santa Maria Avenue	2021-22	\$145,700
El Toro Road and Santa Maria Avenue	2022-23	\$145,700
Total		\$437,100

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **Pavement Management Plan Projects**

Classification: **Transportation** **Funding Status:** Unfunded

Projected Funding Plan: See Table Below

Project Description

These projects involve the rehabilitation of pavement, including replacement of deteriorated pavement and surface seals of crack sealant and rubberized slurry. Pedestrian accessibility improvements would also be made along the street sections and/or within the City.

Street Section ID	Street Section Location
W/BET-SNCC-AS	Westbound El Toro Road between Avenida Sevilla and Church Intersection
E/BRR-MP-RRLP	Eastbound Ridge Route Drive between Moulton Parkway and Ridge Route Linear Park

Purpose

These projects are a part of the City's seven-year Pavement Management Plan to extend the useful life and improve the quality of pavement on street sections rated at a Pavement Condition Index ("PCI") below 80. Ongoing pavement management helps to minimize the prolonged and more impactful work that typically accompanies projects involving significantly degraded pavement. As of January 2016, Street Section W/BET-SNCC-AS had a PCI of 78 and Street Section E/BRR-MP-RRLP had a PCI of 95.

Construction and Implementation Costs

Over the course of fiscal years 2019-20 through 2021-22, the one-time cost of constructing these projects is estimated at \$127,750 (as of June 2016; subject to the completion of design documents, construction drawings, and competitive bids). It is anticipated that Road Maintenance and Rehabilitation Program revenue will be used to fund these projects.

Street Section ID	Anticipated Fiscal Year	Pavement	Pedestrian Accessibility	Total
W/BET-SNCC-AS	2019-20	\$105,000	\$5,250	\$110,250
E/BRR-MP-RRLP	2021-22	\$15,000	\$2,500	\$17,500
Total		\$120,000	\$7,750	\$127,750

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)**

Classification: **Transportation/Green Spaces**

Funding Status: Unfunded

Projected Funding Plan: Fiscal Year 2019-20

Project Description

This project involves retrofitting two primarily turf grass medians with drought-tolerant landscaping, water efficient irrigation systems, and “purple pipe” for future recycled water use. The irrigated area of the medians will be limited to 25% of the impervious surface area. The medians are located on El Toro Road between Calle Sonora and Moulton Parkway.

Purpose

This project is intended to reduce irrigation-related water consumption and runoff through the replacement of turf grass with drought-tolerant plantings and overhead spray irrigation with a more water efficient alternative. Moving irrigation systems and plantings further from the curb face of the medians will also help prevent inadvertent runoff and related pavement damage. When available, the use of recycled water for irrigation will help conserve potable water, thereby reducing demand for imported water.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$95,000 (as of May 2017; subject to the completion of design documents, construction drawings, and competitive bids). It is anticipated that Fuel Tax revenue will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **City Centre Park Lighting Improvement Project**
Classification: **Green Spaces** Funding Status: Unfunded
Projected Funding Plan: Fiscal Year 2023-24

Project Description
This project involves using existing conduit to install low-level walkway lighting along the serpentine walking path and hardscape areas in City Centre Park.

Purpose
This project is intended to improve the utility and function of City Centre Park. Light fixtures were part of the initial design for City Centre Park; however, only conduit to allow for future lighting was installed during construction.

Construction and Implementation Costs
The one-time cost of designing and constructing this project is estimated at \$115,000 (as of May 2016; subject to the completion of design documents, construction drawings, and competitive bids). No funding source has been identified; however, City personnel will seek grant opportunities.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **Woods End Wilderness Preserve Trail Drainage and Improvement Project**

Classification: **Green Spaces** Funding Status: Unfunded

Projected Funding Plan: Fiscal Year 2020-21

Project Description

This project involves the construction of new drainage facilities, installation of crushed rock and gravel on the trail and access road, entry improvements, and safety and security modifications at Woods End Wilderness Preserve.

Purpose

This project is intended to improve drainage and prevent storm water runoff from the Woods End Wilderness Preserve trail and access road. It will also enhance the safety and condition of the City-maintained entry area.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$101,396 (as of May 2017; subject to competitive bids). It is anticipated that unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **City Hall Emergency Backup Generator Project (Design)**

Classification: **Buildings** Funding Status: Unfunded

Projected Funding Plan: Fiscal Year 2019-20

Project Description

This project involves the installation of an emergency backup generator and automatic transfer switch at City Hall. The emergency backup generator will be capable of providing sufficient power to allow City Hall to function for a period of not less than 24 hours of continuous use.

Purpose

This project is intended to ensure the security, reliability, and functionality of City Hall during emergencies. The installation of an appropriately sized and configured emergency backup generator will support continuity of City Hall's operations during energy shortages and disruptions.

Design Costs

The one-time cost of designing this project is estimated at \$60,000. It is anticipated that unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **City Hall Emergency Backup Generator Project
(Construction)**

Classification: **Buildings** Funding Status: Unfunded

Projected Funding Plan: Fiscal Year 2020-21

Project Description

This project involves the installation of an emergency backup generator and automatic transfer switch at City Hall. The emergency backup generator will be capable of providing sufficient power to allow City Hall to function for a period of not less than 24 hours of continuous use.

Purpose

This project is intended to ensure the security, reliability, and functionality of City Hall during emergencies. The installation of an appropriately sized and configured emergency backup generator will support continuity of City Hall's operations during energy shortages and disruptions.

Construction and Implementation Costs

The one-time cost of constructing this project is estimated at \$385,000 (as of May 2017; subject to the completion of design documents, construction drawings, and competitive bids). It is anticipated that unassigned General Fund balance will be used to fund this project.

CAPITAL IMPROVEMENT PROGRAM PROJECT WORKSHEET

Project Title: **City Hall Television Broadcast Improvement Project**

Classification: **Buildings** Funding Status: Unfunded

Projected Funding Plan: Fiscal Year 2020-21

Project Description

This project involves the replacement of analog video equipment in the City Council Chambers at City Hall with digital video equipment.

Purpose

This project is intended to improve the broadcast quality of the City's local government television channel. Currently, individuals who use digital or high-definition televisions to view the City's local government channel experience low picture quality as a result of existing analog video equipment.

Construction and Implementation Costs

The one-time cost of designing and constructing this project is estimated at \$75,000 (as of May 2017; subject to the completion of design documents, construction drawings, and competitive bids). It is anticipated that Public, Educational, and Governmental ("PEG") Fees collected from cable television franchisees will be used to fund this project.

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CITY OF LAGUNA WOODS

Fiscal Years 2017-18 and 2018-19 Capital Improvement Program - Funding Plan

EXPENDITURES			FY 14-15	FY 15-16	FY 2016-17		Year 1				Year 2			
#	Project Title	Estimated Project Cost	Funded FY 14-15	Funded FY 15-16	Funded FY 16-17	Amount Unfunded (If Partially Funded)	Budget FY 17-18 (General Fund)	Budget FY 17-18 (Transportation Funds)	Proposed FY 17-18 (Other)	Amount Unfunded (If Partially Funded)	Budget FY 18-19 (General Fund)	Budget FY 18-19 (Transportation Funds)	Budget FY 18-19 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION PROJECTS														
1	El Toro Road Traffic Signal Synchronization Project	\$ 642,500	\$ 720	\$ 611,800	\$ 29,980	-	-	-	-	-	-	-	-	-
2	Moulton Parkway Traffic Signal Synchronization Project	\$ 808,050	\$ 1,440	\$ 736,850	\$ 69,760	-	-	-	-	-	-	-	-	-
3	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)	\$ 157,500	-	-	-	-	-	\$ 157,500	*	-	-	-	-	-
4	Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	\$ 110,250	**	-
5	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-
6	Pavement Management Plan Project (Eastbound Ridge Route Drive between Moulton Parkway and Ridge Route Linear Park)	\$ 17,500	-	-	-	-	-	-	-	-	-	-	-	-
7	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 1 (Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	\$ 145,700	***	-	-	-	-
8	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 2 (El Toro Road and Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	\$ 145,700	****
9	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 3 (El Toro Road)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
10	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 4 (Moulton Parkway and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
11	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 5 (El Toro Road and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
12	Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)	\$ 59,563	-	-	-	-	\$ 59,563	-	-	-	-	-	-	-
TRANSPORTATION / GREEN SPACES PROJECTS														
13	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Design)	\$ 19,250	-	-	-	-	-	-	-	-	-	\$ 19,250	-	-

CITY OF LAGUNA WOODS

Fiscal Years 2017-18 and 2018-19 Capital Improvement Program - Funding Plan

EXPENDITURES			FY 14-15	FY 15-16	FY 2016-17		Year 1				Year 2			
#	Project Title	Estimated Project Cost	Funded FY 14-15	Funded FY 15-16	Funded FY 16-17	Amount Unfunded (If Partially Funded)	Budget FY 17-18 (General Fund)	Budget FY 17-18 (Transportation Funds)	Proposed FY 17-18 (Other)	Amount Unfunded (If Partially Funded)	Budget FY 18-19 (General Fund)	Budget FY 18-19 (Transportation Funds)	Budget FY 18-19 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION / GREEN SPACES PROJECTS (continued)														
14	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)	\$ 95,000	-	-	-	-	-	-	-	-	-	-	-	-
15	Moulton Parkway Water Efficient Median Improvement Project (Design)	\$ 52,250	-	\$ 52,250	-	-	-	-	-	-	-	-	-	-
16	Moulton Parkway Water Efficient Median Improvement Project (Construction)	\$ 273,914	-	-	\$ 273,914	-	-	-	-	-	-	-	-	-
GREEN SPACES PROJECTS														
17	"A Place for Paws" Dog Park Relocation Project	\$ 325,000	-	-	-	-	\$ 325,000	-	-	-	-	-	-	-
18	City Centre Park Lighting Improvement Project	\$ 115,000	-	-	-	-	-	-	-	-	-	-	-	-
19	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$ 101,396	-	-	-	-	-	-	-	-	-	-	-	-
BUILDING PROJECTS														
20	City Hall Restroom Repair and Improvement Project (Construction)	\$ 283,363	-	-	-	-	\$ 283,363	-	-	-	-	-	-	-
21	City Hall Refurbishment and Safety Project: Phase 1 (Design)	\$ 22,500	-	-	-	-	\$ 22,500	-	-	-	-	-	-	-
22	City Hall Refurbishment and Safety Project: Phase 1 (Construction)	\$ 165,000	-	-	-	-	-	-	-	-	\$ 165,000	-	-	-
23	City Hall Emergency Backup Generator Project (Design)	\$ 60,000	-	-	-	-	-	-	-	-	-	-	-	-
24	City Hall Emergency Backup Generator Project (Construction)	\$ 385,000	-	-	-	-	-	-	-	-	-	-	-	-
25	City Hall Television Broadcast Improvement Project	\$ 75,000	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL (ALL PROJECTS)		\$ 4,606,786	\$ 2,160	\$ 1,400,900	\$ 373,654	\$ -	\$ 690,426	\$ 157,500	\$ 145,700	\$ -	\$ 165,000	\$ 129,500	\$ 145,700	\$ -
TRANSPORTATION-RELATED OPERATIONS & MAINTENANCE*****														
A	Measure M2 Fair Share Expenditures													
	Street Lighting - Public Right-of-Way		\$ 22,501	\$ 27,006	\$ 25,329	-	-	\$ 25,761	-	-	-	\$ 26,367	-	-
	Contract - Traffic Engineering		\$ 119,429	\$ 122,126	\$ 165,600	-	-	\$ 163,600	-	-	-	\$ 163,600	-	-
	Contract - Traffic Signal Maintenance		\$ 35,502	\$ 23,843	\$ 41,505	-	-	\$ 51,983	-	-	-	\$ 52,325	-	-
	Vendor Reimbursements (Prior Year Charges)		\$ (9,495)	-	-	-	-	-	-	-	-	-	-	-
	Allowable Overhead Costs		\$ 1,535	\$ 600	\$ 600	-	-	\$ 700	-	-	-	\$ 700	-	-
TOTAL			\$ 169,472	\$ 173,575	\$ 233,034	\$ -	\$ -	\$ 242,044	\$ -	\$ -	\$ -	\$ 242,992	\$ -	\$ -

* \$50,000 in Road Maintenance and Rehabilitation Program revenue and \$107,500 in Fuel Tax revenue will be used to fund this project.

** Road Maintenance and Rehabilitation Program revenue will be used to fund this project.

*** This project is contingent on the City receiving external funding. The City anticipates receiving Community Development Block Grant (CDBG) funding.

**** This project is contingent on the City receiving external funding. The City anticipates applying for Community Development Block Grant (CDBG) funding.

***** This information is provided at the direction of the Orange County Transportation Authority. Operations and maintenance expenses are not capital improvement projects.

CITY OF LAGUNA WOODS Fiscal Years 2019-20 through 2023-24 Capital Improvement Program - Projected Funding Plan																						
EXPENDITURES			Year 3				Year 4				Year 5				Year 6				Year 7			
#	Project Title	Estimated Project Cost	Projected FY 19-20 (General Fund)	Projected FY 19-20 (Transportation Funds)	Projected FY 19-20 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 20-21 (General Fund)	Projected FY 20-21 (Transportation Funds)	Projected FY 20-21 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 21-22 (General Fund)	Projected FY 21-22 (Transportation Funds)	Projected FY 21-22 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 22-23 (General Fund)	Projected FY 22-23 (Transportation Funds)	Projected FY 22-23 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 23-24 (General Fund)	Projected FY 23-24 (Transportation Funds)	Projected FY 23-24 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION PROJECTS																						
1	El Toro Road Traffic Signal Synchronization Project	\$ 642,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Moulton Parkway Traffic Signal Synchronization Project	\$ 808,050	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)	\$ 157,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Pavement Management Plan Project (Eastbound Ridge Route Drive between Moulton Parkway and Ridge Route Linear Park)	\$ 17,500	-	-	-	-	-	-	-	-	-	\$ 17,500	-	-	-	-	-	-	-	-	-	-
7	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 1 (Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 2 (El Toro Road and Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 3 (El Toro Road)	\$ 145,700	-	-	\$ 145,700 *	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 4 (Moulton Parkway and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	\$ 145,700 **	-	-	-	-	-	-	-	-	-
11	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 5 (El Toro Road and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 145,700 **	-	-	-	-	-
12	Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)	\$ 59,563	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION / GREEN SPACES PROJECTS																						
13	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Design)	\$ 19,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)	\$ 95,000	-	\$ 95,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Moulton Parkway Water Efficient Median Improvement Project (Design)	\$ 52,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Moulton Parkway Water Efficient Median Improvement Project (Construction)	\$ 273,914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GREEN SPACES PROJECTS																						
17	"A Place for Paws" Dog Park Relocation	\$ 325,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	City Centre Park Lighting Improvement Project	\$ 115,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 115,000	-	-	-
19	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$ 101,396	-	-	-	-	\$ 101,396	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BUILDING PROJECTS																						
20	City Hall Restroom Repair and Improvement Project (Construction)	\$ 283,363	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	City Hall Refurbishment and Safety Project: Phase 1 (Design)	\$ 22,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	City Hall Refurbishment and Safety Project: Phase 1 (Construction)	\$ 165,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	City Hall Emergency Backup Generator Project (Design)	\$ 60,000	\$ 60,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	City Hall Emergency Backup Generator Project (Construction)	\$ 385,000	-	-	-	-	\$ 385,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	City Hall Television Broadcast Improvement Project	\$ 75,000	-	-	-	-	-	-	\$ 75,000 ***	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL (ALL PROJECTS)		\$ 4,606,786	\$ 60,000	\$ 205,250	\$ 145,700	\$ -	\$ 486,396	\$ -	\$ 75,000	\$ -	\$ -	\$ 17,500	\$ 145,700	\$ -	\$ -	\$ -	\$ 145,700	\$ -	\$ 115,000	\$ -	\$ -	\$ -

CITY OF LAGUNA WOODS																							
Fiscal Years 2019-20 through 2023-24 Capital Improvement Program - Projected Funding Plan																							
EXPENDITURES			Year 3				Year 4				Year 5				Year 6				Year 7				
#	Project Title	Estimated Project Cost	Projected FY 19-20 (General Fund)	Projected FY 19-20 (Transportation Funds)	Projected FY 19-20 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 20-21 (General Fund)	Projected FY 20-21 (Transportation Funds)	Projected FY 20-21 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 21-22 (General Fund)	Projected FY 21-22 (Transportation Funds)	Projected FY 21-22 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 22-23 (General Fund)	Projected FY 22-23 (Transportation Funds)	Projected FY 22-23 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 23-24 (General Fund)	Projected FY 23-24 (Transportation Funds)	Projected FY 23-24 (Other)	Amount Unfunded (If Partially Funded)	
TRANSPORTATION-RELATED OPERATIONS & MAINTENANCE****																							
A	Measure M2 Fair Share Expenditures																						
	Street Lighting - Public Right-of-Way			-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Contract - Traffic Engineering		\$	163,600	-	-	-	-	\$	167,440	-	-	-	-	\$	167,440	-	-	-	-	\$	167,440	
	Contract - Traffic Signal Maintenance		\$	52,682	-	-	-	-	\$	53,048	-	-	-	-	\$	54,359	-	-	-	-	\$	54,359	
	Vendor Reimbursements (Prior Year Charges)				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Allowable Overhead Costs		\$	700	-	-	-	-	\$	750	-	-	-	-	\$	700	-	-	-	-	\$	700	
	TOTAL	\$	216,982	\$	-	\$	-	\$	-	\$	221,238	\$	-	\$	-	\$	-	\$	-	\$	-	\$	222,499

* This project is contingent on the City receiving external funding. The City anticipates receiving Community Development Block Grant (CDBG) funding.

** This project is contingent on the City receiving external funding. The City anticipates applying for Community Development Block Grant (CDBG) funding.

*** This project would be funded using Public, Educational, and Governmental ("PEG") fees.

**** This information is provided at the direction of the Orange County Transportation Authority. Operations and maintenance expenses are not capital improvement projects.

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE SEVEN-YEAR CAPITAL IMPROVEMENT PLAN FOR FISCAL YEARS 2017-18 THROUGH 2023-24 IN COMFORMANCE WITH MEASURE M2 AND ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 REQUIREMENTS

WHEREAS, the City of Laguna Woods (“City”) seeks to maintain its eligibility to receive apportionments of Measure M2 sales tax revenues and Road Repair and Accountability Act of 2017 revenues that can be used to fund transportation-related projects and programs; and

WHEREAS, a prerequisite of such eligibility for the City is the annual filing of a Measure M2 eligibility package for review and approval by the Orange County Transportation Authority; and

WHEREAS, one component of the Measure M2 eligibility package is the preparation and adoption of a Seven-Year Capital Improvement Program (“CIP”) which includes, at a minimum, all projects and programs which are needed to meet and maintain adopted levels of service performance standards, in addition to all projects and programs proposed to receive Measure M2 funding; and

WHEREAS, the Road Repair and Accountability Act of 2017 includes a Road Maintenance and Rehabilitation Account (“RMRA”) with certain budgeting and annual reporting requirements in order to receive an apportionment of RMRA funds from the State Controller in a fiscal year; and

WHEREAS, the Fiscal Year 2017-18 expenditures identified in the CIP are consistent with the City’s adopted Fiscal Year 2017-18 Budget; and

WHEREAS, the Fiscal Year 2018-19 expenditures identified in the CIP are consistent with the City’s adopted Fiscal Year 2018-19 Budget; and

WHEREAS, the CIP, for the purpose of Measure M2 eligibility, is recognized as a program and project finance and planning tool to assist local governments in the long-term development and funding of transportation-related programs and projects, and not a budget commitment beyond the fiscal year(s) for which budgets have been adopted by the City Council; and

WHEREAS, the CIP is updated annually to include adjustments to funding and project schedules; and

WHEREAS, subsequent to the adoption of the Budget, the City Council added the “ ‘A Place for Paws’ Dog Park Relocation Project” (“Project”) to the City’s Capital Improvement Program for Fiscal Year 2017-18; and

WHEREAS, staff has recommended that the City Council amend the CIP for Fiscal Years 2017-18 through 2023-24 to ensure completeness.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The City’s Seven-Year Capital Improvement Program for Fiscal Years 2017-18 through 2023-24 is amended and adopted in conformance with Measure M2 and Road Repair and Accountability Act of 2017 requirements, as attached hereto as Exhibit A and incorporated herein by reference.

SECTION 2. The Deputy City Clerk shall certify to the adoption of this resolution.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do
HEREBY CERTIFY that the foregoing **Resolution No. 17-XX** was duly adopted
by the City Council of the City of Laguna Woods at a regular meeting thereof, held
on the XX day of XX 2017, by the following vote:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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CITY OF LAGUNA WOODS

Fiscal Years 2017-18 and 2018-19 Capital Improvement Program - Funding Plan

EXPENDITURES			FY 14-15	FY 15-16	FY 2016-17		Year 1				Year 2			
#	Project Title	Estimated Project Cost	Funded FY 14-15	Funded FY 15-16	Funded FY 16-17	Amount Unfunded (If Partially Funded)	Budget FY 17-18 (General Fund)	Budget FY 17-18 (Transportation Funds)	Proposed FY 17-18 (Other)	Amount Unfunded (If Partially Funded)	Budget FY 18-19 (General Fund)	Budget FY 18-19 (Transportation Funds)	Budget FY 18-19 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION PROJECTS														
1	El Toro Road Traffic Signal Synchronization Project	\$ 642,500	\$ 720	\$ 611,800	\$ 29,980	-	-	-	-	-	-	-	-	-
2	Moulton Parkway Traffic Signal Synchronization Project	\$ 808,050	\$ 1,440	\$ 736,850	\$ 69,760	-	-	-	-	-	-	-	-	-
3	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)	\$ 157,500	-	-	-	-	-	\$ 157,500	*	-	-	-	-	-
4	Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	\$ 110,250	**	-
5	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-
6	Pavement Management Plan Project (Eastbound Ridge Route Drive between Moulton Parkway and Ridge Route Linear Park)	\$ 17,500	-	-	-	-	-	-	-	-	-	-	-	-
7	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 1 (Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	\$ 145,700	***	-	-	-	-
8	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 2 (El Toro Road and Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	\$ 145,700	****
9	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 3 (El Toro Road)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
10	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 4 (Moulton Parkway and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
11	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 5 (El Toro Road and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-
12	Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)	\$ 59,563	-	-	-	-	\$ 59,563	-	-	-	-	-	-	-
TRANSPORTATION / GREEN SPACES PROJECTS														
13	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Design)	\$ 19,250	-	-	-	-	-	-	-	-	-	\$ 19,250	-	-

CITY OF LAGUNA WOODS

Fiscal Years 2017-18 and 2018-19 Capital Improvement Program - Funding Plan

EXPENDITURES			FY 14-15	FY 15-16	FY 2016-17		Year 1				Year 2			
#	Project Title	Estimated Project Cost	Funded FY 14-15	Funded FY 15-16	Funded FY 16-17	Amount Unfunded (If Partially Funded)	Budget FY 17-18 (General Fund)	Budget FY 17-18 (Transportation Funds)	Proposed FY 17-18 (Other)	Amount Unfunded (If Partially Funded)	Budget FY 18-19 (General Fund)	Budget FY 18-19 (Transportation Funds)	Budget FY 18-19 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION / GREEN SPACES PROJECTS (continued)														
14	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)	\$ 95,000	-	-	-	-	-	-	-	-	-	-	-	-
15	Moulton Parkway Water Efficient Median Improvement Project (Design)	\$ 52,250	-	\$ 52,250	-	-	-	-	-	-	-	-	-	-
16	Moulton Parkway Water Efficient Median Improvement Project (Construction)	\$ 273,914	-	-	\$ 273,914	-	-	-	-	-	-	-	-	-
GREEN SPACES PROJECTS														
17	"A Place for Paws" Dog Park Relocation Project	\$ 325,000	-	-	-	-	\$ 325,000	-	-	-	-	-	-	-
18	City Centre Park Lighting Improvement Project	\$ 115,000	-	-	-	-	-	-	-	-	-	-	-	-
19	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$ 101,396	-	-	-	-	-	-	-	-	-	-	-	-
BUILDING PROJECTS														
20	City Hall Restroom Repair and Improvement Project (Construction)	\$ 283,363	-	-	-	-	\$ 283,363	-	-	-	-	-	-	-
21	City Hall Refurbishment and Safety Project: Phase 1 (Design)	\$ 22,500	-	-	-	-	\$ 22,500	-	-	-	-	-	-	-
22	City Hall Refurbishment and Safety Project: Phase 1 (Construction)	\$ 165,000	-	-	-	-	-	-	-	-	\$ 165,000	-	-	-
23	City Hall Emergency Backup Generator Project (Design)	\$ 60,000	-	-	-	-	-	-	-	-	-	-	-	-
24	City Hall Emergency Backup Generator Project (Construction)	\$ 385,000	-	-	-	-	-	-	-	-	-	-	-	-
25	City Hall Television Broadcast Improvement Project	\$ 75,000	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL (ALL PROJECTS)		\$ 4,606,786	\$ 2,160	\$ 1,400,900	\$ 373,654	\$ -	\$ 690,426	\$ 157,500	\$ 145,700	\$ -	\$ 165,000	\$ 129,500	\$ 145,700	\$ -
TRANSPORTATION-RELATED OPERATIONS & MAINTENANCE*****														
A	Measure M2 Fair Share Expenditures													
	Street Lighting - Public Right-of-Way		\$ 22,501	\$ 27,006	\$ 25,329	-	-	\$ 25,761	-	-	-	\$ 26,367	-	-
	Contract - Traffic Engineering		\$ 119,429	\$ 122,126	\$ 165,600	-	-	\$ 163,600	-	-	-	\$ 163,600	-	-
	Contract - Traffic Signal Maintenance		\$ 35,502	\$ 23,843	\$ 41,505	-	-	\$ 51,983	-	-	-	\$ 52,325	-	-
	Vendor Reimbursements (Prior Year Charges)		\$ (9,495)	-	-	-	-	-	-	-	-	-	-	-
	Allowable Overhead Costs		\$ 1,535	\$ 600	\$ 600	-	-	\$ 700	-	-	-	\$ 700	-	-
TOTAL			\$ 169,472	\$ 173,575	\$ 233,034	\$ -	\$ -	\$ 242,044	\$ -	\$ -	\$ -	\$ 242,992	\$ -	\$ -

* \$50,000 in Road Maintenance and Rehabilitation Program revenue and \$107,500 in Fuel Tax revenue will be used to fund this project.

** Road Maintenance and Rehabilitation Program revenue will be used to fund this project.

*** This project is contingent on the City receiving external funding. The City anticipates receiving Community Development Block Grant (CDBG) funding.

**** This project is contingent on the City receiving external funding. The City anticipates applying for Community Development Block Grant (CDBG) funding.

***** This information is provided at the direction of the Orange County Transportation Authority. Operations and maintenance expenses are not capital improvement projects.

CITY OF LAGUNA WOODS Fiscal Years 2019-20 through 2023-24 Capital Improvement Program - Projected Funding Plan																						
EXPENDITURES			Year 3				Year 4				Year 5				Year 6				Year 7			
#	Project Title	Estimated Project Cost	Projected FY 19-20 (General Fund)	Projected FY 19-20 (Transportation Funds)	Projected FY 19-20 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 20-21 (General Fund)	Projected FY 20-21 (Transportation Funds)	Projected FY 20-21 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 21-22 (General Fund)	Projected FY 21-22 (Transportation Funds)	Projected FY 21-22 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 22-23 (General Fund)	Projected FY 22-23 (Transportation Funds)	Projected FY 22-23 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 23-24 (General Fund)	Projected FY 23-24 (Transportation Funds)	Projected FY 23-24 (Other)	Amount Unfunded (If Partially Funded)
TRANSPORTATION PROJECTS																						
1	El Toro Road Traffic Signal Synchronization Project	\$ 642,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Moulton Parkway Traffic Signal Synchronization Project	\$ 808,050	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Paseo de Valencia)	\$ 157,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	Pavement Management Plan Project (Eastbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Pavement Management Plan Project (Westbound El Toro Road between Avenida Sevilla and Church Intersection)	\$ 110,250	-	\$ 110,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	(Eastbound Ridge Route Drive between Moulton Parkway and Ridge Route Linear Park)	\$ 17,500	-	-	-	-	-	-	-	-	-	\$ 17,500	-	-	-	-	-	-	-	-	-	-
7	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 1 (Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 2 (El Toro Road and Moulton Parkway)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 3 (El Toro Road)	\$ 145,700	-	-	\$ 145,700	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 4 (Moulton Parkway and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	\$ 145,700	**	-	-	-	-	-	-	-	-
11	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 5 (El Toro Road and Santa Maria Avenue)	\$ 145,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 145,700	**	-	-	-	-
12	Drainage Improvement Project (Moulton Parkway at Santa Maria Avenue)	\$ 59,563	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TRANSPORTATION / GREEN SPACES PROJECTS																						
13	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Design)	\$ 19,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	El Toro Road Water Efficient Median Improvement Project (Between Calle Sonora and Moulton Parkway) (Construction)	\$ 95,000	-	\$ 95,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Moulton Parkway Water Efficient Median Improvement Project (Design)	\$ 52,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Moulton Parkway Water Efficient Median Improvement Project (Construction)	\$ 273,914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GREEN SPACES PROJECTS																						
17	"A Place for Paws" Dog Park Relocation	\$ 325,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	City Centre Park Lighting Improvement Project	\$ 115,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	\$ 115,000	-	-
19	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$ 101,396	-	-	-	-	\$ 101,396	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BUILDING PROJECTS																						
20	City Hall Restroom Repair and Improvement Project (Construction)	\$ 283,363	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21	City Hall Refurbishment and Safety Project: Phase 1 (Design)	\$ 22,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
22	City Hall Refurbishment and Safety Project: Phase 1 (Construction)	\$ 165,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23	City Hall Emergency Backup Generator Project (Design)	\$ 60,000	\$ 60,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
24	City Hall Emergency Backup Generator Project (Construction)	\$ 385,000	-	-	-	-	\$ 385,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25	City Hall Television Broadcast Improvement Project	\$ 75,000	-	-	-	-	-	-	\$ 75,000	***	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL (ALL PROJECTS)		\$ 4,606,786	\$ 60,000	\$ 205,250	\$ 145,700	\$ -	\$ 486,396	\$ -	\$ 75,000	\$ -	\$ -	\$ 17,500	\$ 145,700	\$ -	\$ -	\$ -	\$ 145,700	\$ -	\$ 115,000	\$ -	\$ -	\$ -

CITY OF LAGUNA WOODS																							
Fiscal Years 2019-20 through 2023-24 Capital Improvement Program - Projected Funding Plan																							
EXPENDITURES			Year 3				Year 4				Year 5				Year 6				Year 7				
#	Project Title	Estimated Project Cost	Projected FY 19-20 (General Fund)	Projected FY 19-20 (Transportation Funds)	Projected FY 19-20 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 20-21 (General Fund)	Projected FY 20-21 (Transportation Funds)	Projected FY 20-21 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 21-22 (General Fund)	Projected FY 21-22 (Transportation Funds)	Projected FY 21-22 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 22-23 (General Fund)	Projected FY 22-23 (Transportation Funds)	Projected FY 22-23 (Other)	Amount Unfunded (If Partially Funded)	Projected FY 23-24 (General Fund)	Projected FY 23-24 (Transportation Funds)	Projected FY 23-24 (Other)	Amount Unfunded (If Partially Funded)	
TRANSPORTATION-RELATED OPERATIONS & MAINTENANCE****																							
A	Measure M2 Fair Share Expenditures																						
	Street Lighting - Public Right-of-Way			-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Contract - Traffic Engineering		\$	163,600	-	-	-	-	\$	167,440	-	-	-	\$	167,440	-	-	-	-	-	\$	167,440	
	Contract - Traffic Signal Maintenance		\$	52,682	-	-	-	-	\$	53,048	-	-	-	\$	54,359	-	-	-	-	-	\$	54,359	
	Vendor Reimbursements (Prior Year Charges)				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	Allowable Overhead Costs		\$	700	-	-	-	-	\$	750	-	-	-	\$	750	-	-	-	-	-	\$	700	
	TOTAL	\$	216,982	\$	-	\$	-	\$	-	\$	221,238	\$	-	\$	-	\$	-	\$	-	\$	222,499	\$	-

* This project is contingent on the City receiving external funding. The City anticipates receiving Community Development Block Grant (CDBG) funding.

** This project is contingent on the City receiving external funding. The City anticipates applying for Community Development Block Grant (CDBG) funding.

*** This project would be funded using Public, Educational, and Governmental ("PEG") fees.

**** This information is provided at the direction of the Orange County Transportation Authority. Operations and maintenance expenses are not capital improvement projects.

8.2

SPEED LIMITS ON CITY STREETS

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers

FROM: Christopher Macon, City Manager

FOR: October 18, 2017 Regular Meeting

SUBJECT: Speed Limits on City Streets

Recommendation

Approve the introduction and first reading of an ordinance – read by title with further reading waived – entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE ADOPTION AND ESTABLISHMENT OF SPEED LIMITS ON EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING AN INCREASED SPEED LIMIT ON EL TORO ROAD BETWEEN AVENIDA SEVILLA AND PASEO DE VALENICA, AND RE-ADOPTION AND RE-ESTABLISHMENT OF OTHER EXISTING SPEED LIMITS

Background

The process by which cities must establish and periodically review speed limits is set forth in the California Vehicle Code. In general, the law is based on the premise that the majority of motorists (85%) drive in a reasonable manner intended to avoid collisions and dangerous conditions. Therefore, speed limits are typically required to be established at the closest five mile per hour increment to the speed traveled by the majority of motorists (the “85th percentile speed”), unless unusual conditions – such as limited sight distance – exist. Cities are not able to simply lower speed limits based on perceptions that motorists are driving “too fast” or at unsafe speeds,

unless an engineering and traffic survey is performed in accordance with state law and yields data that validates those perceptions.

Earlier this fiscal year, staff solicited proposals from several traffic engineering consultants and selected Hartzog & Crabill, Inc. to perform an engineering and traffic survey for speed limits on City streets (Attachment B). Hartzog & Crabill, Inc. has performed similar work for the City in the past, as well as for the cities of Laguna Hills, Laguna Niguel, Lake Elsinore, San Juan Capistrano, and others.

The engineering and traffic survey studied the following City street segments:

Table 1: City Street Segments Surveyed

Street	Segment
El Toro Road	Aliso Creek Road to Calle Corta
El Toro Road	Calle Corta to Calle Sonora
El Toro Road	Calle Sonora to Moulton Parkway
El Toro Road	Moulton Parkway to Avenida Sevilla
El Toro Road	Avenida Sevilla to Paseo de Valencia
Moulton Parkway	Santa Maria Avenue to El Toro Road
Moulton Parkway	El Toro Road to Calle Cortez
Moulton Parkway	Calle Cortez to South City Limits
Ridge Route Drive	Moulton Parkway to East City Limits
Santa Maria Avenue	Moulton Parkway to Via Vista
Santa Maria Avenue	Santa Vittoria to Avenida Sosiega

The engineering and traffic survey included the review of three years of accident information provided by the Orange County Sheriff's Department for each of the City street segments surveyed.

Discussion

Today's meeting is an opportunity for City Council action, as well as public input, on the proposed amendments to Section 8.06.010 of the Laguna Woods Municipal Code related to the establishment of speed limits on El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue, including an increased speed limit on El Toro Road between Avenida Sevilla and Paseo de Valencia, and re-adoption and re-establishment of other existing speed limits (Attachment A). Staff recommends that the City Council initiate adoption of the proposed ordinance, in order to ensure compliance with state law.

Based on the engineering and traffic survey, City staff, the City Traffic Engineer, and Hartzog & Crabill, Inc. recommend that the City Council increase the speed limit on El Toro Road between Avenida Sevilla and Paseo de Valencia from 35 to 40 miles per hour. The speed limit on El Toro Road immediately west of Avenida Sevilla is 40 miles per hour. The speed limit on El Toro Road immediately east of Paseo de Valencia (in the City of Laguna Hills) is 35 miles per hour. If approved, the proposed speed limit change would result in a consistent 40 mile per hour speed limit along El Toro Road between Moulton Parkway and Paseo de Valencia.

With the exception of the speed limit on El Toro Road between Avenida Sevilla and Paseo de Valencia, all other speed limits are proposed to remain unchanged.

If the City Council takes the recommended action at today's meeting, the proposed ordinance would be agendized for a second reading and consideration of adoption at an upcoming meeting. The ordinance would take effect 30 days after adoption.

Environmental Review

This project is exempt from review under the California Environmental Quality Act ("CEQA") pursuant to sections 15061(b)(3) and 15078(b) of Title 14 of the California Code of Regulations, in that the project is not a project which has the potential for causing a significant effect on the environment and is a governmental activity that will not result in direct or indirect physical changes in the environment.

Fiscal Impact

Funds to support this project are included in the City's budget. The cost to purchase and install signage related to the recommended speed limit change is estimated at less than \$1,000 and could be accommodated within existing budgets.

Attachments: A – Proposed Ordinance
Exhibit A – Code Amendment Text
B – Engineering and Traffic Survey (dated September 2017)

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ORDINANCE NO. 17-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE RELATED TO THE ADOPTION AND ESTABLISHMENT OF SPEED LIMITS ON EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING AN INCREASED SPEED LIMIT ON EL TORO ROAD BETWEEN AVENIDA SEVILLA AND PASEO DE VALENICA, AND RE-ADOPTION AND RE-ESTABLISHMENT OF OTHER EXISTING SPEED LIMITS

WHEREAS, the California Vehicle Code sets forth the process by which speed limits must be established and periodically reviewed; and

WHEREAS, speed limits for El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue are codified at Section 8.06.010 of the Laguna Woods Municipal Code; and

WHEREAS, an Engineering and Traffic Survey has been performed by the engineering consulting firm of Hartzog & Crabill, Inc. (dated September 2017), in accordance with applicable state law, to determine whether changes in pre-existing conditions have occurred where older speed limits should be modified; and

WHEREAS, the Engineering and Traffic Survey performed by Hartzog & Crabill, Inc. (dated September 2017) recommends no change in the speed limits for 10 of the 11 street segments studied, and an increase in the speed limit for El Toro Road between Avenida Sevilla and Paseo de Valencia from 35 miles per hour to 40 miles per hour; and

WHEREAS, City staff and the City Traffic Engineer have reviewed and concur with the recommendations contained in the Engineering and Traffic Survey performed by Hartzog & Crabill, Inc. (dated September 2017), and recommend amendments to the existing speed limits as set forth in the attached Exhibit A to this Ordinance (the “Code Amendments”); and

WHEREAS, on October 18, 2017, the City Council was presented with the Engineering and Traffic Survey performed by Hartzog & Crabill, Inc. (dated September 2017) and had an opportunity to consider all of the information, evidence, and comments presented, both written and oral.

THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. The City Council hereby finds and determines that (i) each of the recitals to this Ordinance are true and correct, and are adopted herein as findings; (ii) the Code Amendments comply with all applicable requirements of state law; (iii) the Code Amendments will not adversely affect the health, safety, or welfare of the residents within the community; (iv) the Code Amendments are in the public interest of the City of Laguna Woods; and, (v) the Code Amendments are consistent with the Laguna Woods General Plan and its various elements.

SECTION 2. After reviewing the entire project record, the City Council hereby determines and certifies that the Code Amendments are exempt from review under the California Environmental Quality Act (“CEQA”) pursuant to sections 15061(b)(3) and 15078(b) of Title 14 of the California Code of Regulations, in that the Code Amendments are not a project which has the potential for causing a significant effect on the environment and are a governmental activity that will not result in direct or indirect physical changes in the environment.

SECTION 3. Section 8.06.010 of the Laguna Woods Municipal Code is hereby amended to read as set forth in Exhibit A, attached to this Ordinance and incorporated herein by this reference.

SECTION 4. This Ordinance shall take effect and be in full force and operation thirty (30) days after adoption.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase added by this Ordinance, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity of effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. The Deputy City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

SECTION 7. All of the above-referenced documents and information have been and are on file with the City Clerk of the City.

PASSED, APPROVED AND ADOPTED this XX day of XX 2017.

SHARI L. HORNE, Mayor

ATTEST:

YOLIE TRIPPY, Deputy City Clerk

APPROVED AS TO FORM:

DAVID B. COSGROVE, City Attorney

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF LAGUNA WOODS)

I, YOLIE TRIPPY, Deputy City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Ordinance No. 17-XX** was duly introduced and placed upon its first reading at a regular meeting of the City Council on the XX day of XX 2017, and that thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the XX day of XX 2017 by the following vote to wit:

AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:

YOLIE TRIPPY, Deputy City Clerk

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**EXHIBIT A
CODE AMENDMENTS**

Section 8.06.010 (“Speed limits”) of Chapter 8.06 (“Vehicle Operation”) of Title 8 (“Traffic Control”) of the Laguna Woods Municipal Code is repealed in its entirety and replaced with the following:

Sec. 8.06.010. - Speed limits.

The following speed limits are established:

Street	Segment	Speed Limit
El Toro Road	Aliso Creek Road to Calle Corta	50 miles per hour
El Toro Road	Calle Corta to Calle Sonora	50 miles per hour
El Toro Road	Calle Sonora to Moulton Parkway	45 miles per hour
El Toro Road	Moulton Parkway to Avenida Sevilla	40 miles per hour
El Toro Road	Avenida Sevilla to Paseo de Valencia	40 miles per hour
Moulton Parkway	Santa Maria Avenue to El Toro Road	45 miles per hour
Moulton Parkway	El Toro Road to Calle Cortez	45 miles per hour
Moulton Parkway	Calle Cortez to South City Limits	45 miles per hour
Ridge Route Drive	Moulton Parkway to East City Limits	45 miles per hour
Santa Maria Avenue	Moulton Parkway to Via Vista	40 miles per hour
Santa Maria Avenue	Santa Vittoria to Avenida Sosiega	40 miles per hour

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**ENGINEERING AND TRAFFIC SURVEY
FOR SPEED LIMITS**

CITY OF LAGUNA WOODS

SEPTEMBER 2017

PREPARED FOR:

**CITY OF LAGUNA WOODS
24264 EL TORO ROAD
LAGUNA WOODS, CALIFORNIA 92637**

PREPARED BY:

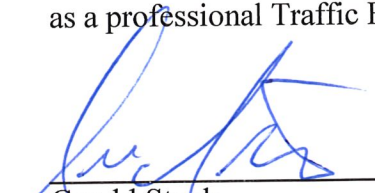
**HARTZOG & CRABILL, INC.
17852 EAST 17TH STREET, SUITE 101
TUSTIN, CA 92780
(714) 731-9455**

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CERTIFICATION

I, Gerald Stock, do hereby certify that this Engineering and Traffic Survey for the City of Laguna Woods was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.


Gerald Stock
RTE # 2049



**CITY OF LAGUNA WOODS
ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS**

In accordance with procedures established by the State of California, this Engineering and Traffic Survey has been developed for the City of Laguna Woods as the basis for the establishment and enforcement of speed limits for selected streets within the City. The work provided herein was authorized by the City and was performed by the engineering consulting firm of Hartzog & Crabill, Inc. The goal of the survey was to determine whether changes in pre-existing conditions have occurred where older speed limits should be modified.

The requirement to perform Engineering and Traffic surveys for speed limits is based on the California Vehicle Code (CVC). CVC Section 40802 states that at least once every five (5), seven (7) or ten (10) years, States and local agencies should re-evaluate non-statutory speed limits on segments of their roadways. Engineering and Traffic Surveys must be performed with the use of radar or other approved electronic devices if the use of radar is to be employed to enforce speed limits. If such a survey is not performed within five years (or seven years, or 10 years as stated previously) of the date of the preceding survey, then the new data and its use will constitute a speed trap. Hence, evidence using such would not be admissible in court. From the Vehicle Code, a "speed trap" is either of the following:

- (a) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (b) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance under sub-paragraph (A) of paragraph (2) of subdivision (a) of Section 22352, or established pursuant to Section 22354, 22357, 22358, or 22358.3 if that prima facie speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and where enforcement involves the use of radar or other electronic devices that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone.

The definition of a Traffic and Engineering Survey is contained in Section 627 of the Vehicle Code and is as follows:

Engineering and Traffic survey, as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the California Department of Transportation (Caltrans) for use by State and local authorities. An Engineering and Traffic survey shall include, among other requirements deemed necessary by the State Department of Transportation, consideration of the following:

- (a) Prevailing speeds as determined by traffic engineering measurements.
- (b) Accident records.
- (c) Highway, traffic and roadside conditions not readily apparent to the driver.

The California Vehicle code has set certain regulations regarding the posting and enforcement of speed zones. These regulations generally reflect the viewpoint that speed zoning should be based on traffic conditions and natural driver behavior and not because of an arbitrary response to a traffic event or occurrence. Therefore, it is important to have a general understanding of the "Basic Speed Law", "Prima Facie Speed Limits" and "Intermediate Speed Zones".

Basic Speed Law (CVC 22350)

All fifty states base their speed regulations on the Basic Speed Law. In California, CVC 22350 defines the basic speed law as:

"No Person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of the highway, and in no event at a speed which endangers the safety of persons or property."

This law recognizes that driving conditions vary widely from time-to-time and place-to-place and, therefore, no set of fixed driving rules will adequately serve all conditions. The motorist will constantly adjust their driving behavior to fit the conditions encountered, and must learn to do this with a minimum of assistance from the police. The Basic Speed Law is founded on the belief that a majority of motorists are able to modify their driving behavior properly, as long as they are aware of the conditions around them.

Prima Facie Speed Limits (CVC 22352)

All other speed limits are prima facie limits which, "on the face of it", are reasonable and prudent under normal conditions. The opportunity given to the driver to exceed a prima facie speed limit when it is safe to do so recognizes the fact that any posted speed limit cannot adequately reflect the many different conditions of traffic, weather, visibility, etc., that may be found on the same highway at different times.

Certain prima facie limits are automatically established by law (CVC 22352), including a 15 mph limit in alleys, blind intersections, blind railroad crossing, and the 25 mph limit in business and residence districts. There is also a part time 25 mph limit in school zones when children are present in route to or from school.

Business and residence districts are defined in the Vehicle Code as specific areas meeting a specified minimum density of roadside development. CVC Sections 235 and 515 define these regulations. A count of houses or active businesses facing on a highway must be made to determine whether or not a valid business or residence district exists. The law does not require posting these prima facie limits that are readily apparent.

Establishment of Speed Zones

The reason that speed limit areas and their required postings are done is to guard reasonable drivers from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. As with other similar laws, the limits identified are based on the consensus of the majority of

those who drive the highway as to what speed is reasonable and safe. It is this type of information that is reflected in the analysis section of this report. Namely, posted speed limits are a reflection of that speed which most people deem to be safe as opposed to a minority of drivers who do not drive in a reasonable manner.

Speed zones are also established to advise drivers of road conditions or hazards that may not be readily apparent to a reasonable driver. For that reason, a field review of related road/traffic variables is conducted which considers the analytical data and accident history of a particular roadway segment to determine a safe and reasonable speed limit.

Data Collection Procedures

Speed evaluation data was collected at 11 different segments on four different roadways in the Community of Laguna Woods. These areas and the number of segments on each are described as follows:

- | | | |
|-----|--------------------|--------------------------------------|
| 1. | El Toro Road | Aliso Creek to Calle Corta |
| 2. | | Calle Corta to Calle Sonora |
| 3. | | Calle Sonora to Moulton Pkwy |
| 4. | | Moulton Pkwy to Avenida Sevilla |
| 5. | | Avenida Sevilla to Paseo De Valencia |
| 6. | Moulton Parkway | Santa Maria Ave to El Toro Rd |
| 7. | | El Toro Rd to Calle Cortez |
| 8. | | Calle Cortez to South City Limits |
| 9. | Ridge Route Road | Moulton Pkwy to East City Limits |
| 10. | Santa Maria Avenue | Moulton Pkwy to Via Vista |
| 11. | | Santa Vittoria To Avenida Sosiega |

As described in various traffic engineering documents - including information provided by the State of California, the individual locations on which radar data collection procedures were used involved considerations for the following:

- a. Stop sign or traffic signal locations;
- b. Visibility issues;
- c. Traffic flow at intersections, cross-traffic, major driveways, crosswalks, railroad crossings and unusual turning movements; and
- d. The influence of other traffic factors on the speed of cars: such as on street parking, roadway features, adjacent land uses, and lighting.

Speed Zoning Methodology

The California Manual on Uniform Traffic Control Devices (California MUTCD) specifies a "short method" of determining speed limits in cities and counties through Highways, Arterial and Collector Roads Procedures.

Introduction - This short method of speed zoning is based on the premise that the reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorist's speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include, but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.

Speed Zone Survey

- Only one person is required for the fieldwork. Speeds can be read directly from a radar speed meter.
- A section of road should be selected with representative operating speeds. If speeds vary on a given road, additional surveys should be conducted. In this case, it may be necessary to establish additional speed zones with different speed limits. The section selected should be straight and should have no traffic signal, stop sign or intersection with a major cross street.
- Speed measurements should be taken during off-peak hours on weekdays. The weather should be fair with no unusual conditions prevailing. It is important that the surveyor and the equipment be so inconspicuous as not to affect traffic speeds. For this reason, an unmarked car is recommended, with the radar speed meter located as inconspicuously as possible. It should be placed so as to be able to survey traffic in both directions, and should not make an angle greater than 15 degrees with the roadway centerline.
- It is desirable to have a minimum sample of 100 automobiles in each survey. This may result in excessive survey periods for low-volume roads. Under these conditions, the survey should be conducted for a minimum of two hours, but in no case should the sample for any survey contain less than 50 automobiles.
- The California MUTCD states that speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85 percent of the traffic is moving. This speed can be selected directly from the data sheet. However, roadway conditions not readily apparent to the motorist such as vertical or horizontal curves or other roadway conditions that may impact sight distance may result in a further reduction of 5 mph in the recommended speed limit.
- As a check on the validity of the proposed speed limit, an analysis should be made of the two-year accident record for the section of roadway under consideration. If this record shows an abnormally high percentage of accidents normally associated with excessive speeds, the proposed speed limit should be further reduced. This is a judgment situation, and will not usually be a factor.

- Short speed zones of less than half a mile should be avoided, except in transition areas.
- Speed zone changes should be coordinated with changes in roadway conditions or roadway development.
- Speed zoning in 5 mile per hour increments should be avoided if possible. A 10-mile per hour increment is preferable.
- Speed zoning should be coordinated between adjacent jurisdictions.

Local Street Exemptions (CVC 40802)

Many streets are designated as "Local" streets per CVC 40802. These streets are exempt from the radar study. Therefore, the speed limit for these streets does not require an Engineering and Traffic Survey. The code is as follows:

"For the purpose of this section, local streets and roads shall be defined by the latest functional usage and federal aid system maps as submitted to the Federal Highway Administration. When these maps have not been submitted, the following definition shall be used: A local street or road primarily provides access to abutting residential property and shall meet the following three conditions:

1. Roadway width of not more than 40 feet.
2. Not more than one half mile of uninterrupted length.
3. Not more than one traffic lane in each direction.

Other Considerations

Every street should be inspected for unusual traffic, roadway and roadside conditions not readily apparent to a motorist. A check should be made of the adequacy of traffic control devices, roadway alignment, width surface conditions, accident history and any unique traffic hazards that may exist. Any of these conditions may warrant the selection of a speed lower than the 85th percentile speed for speed zoning.

Radar Collection Time-Frames

The hours of radar operation were restricted to off-peak periods (when possible) for heavily traveled streets and to uncongested peak periods on lightly traveled streets. All surveys were conducted in fair weather.

The radar unit was mounted at the top of the front dash of an unmarked vehicle with the meter-reading unit sustained inside the vehicle. The radar unit's calibration was checked periodically using a tuning fork. The radar operator and assistant recorded the speed meter readings for each location on Radar Speed Survey Field Sheets included in Appendix A of this report. A representative sampling of at least 50 vehicles were surveyed in each direction or a cumulative sample of 100 vehicles for both directions where possible. On low volume roads, where a total

sample of 100 vehicles would result in an excessive time period, sampling was continued until a representative bell-shaped frequency distribution was attained.

Analysis Factors

Several factors were used as input to our recommendations for speed limits. These include the 85th Percentile, the 10 MPH Pace and others. These are described in detail below.

1. The **CRITICAL SPEED**, or the 85th percentile is defined as that speed at or below which 85 % of the traffic is moving. This is one of the key factors in determining appropriate speed limits and complies with State of California requirements.

Hence, the accepted practice, and one that has been used in this case is to set the speed limit at or near the critical speed. This recognizes that other factors could be present where the above may not be appropriate. When this procedure is used, it not only conforms to that required by the State but it also provides a strong base for law enforcement personnel to properly enforce speed limits.

2. The **10 MPH PACE** is that continuous 10 mph incremental range of speeds in which the largest number of recorded vehicles is contained. It is a measure of the dispersion of speeds within the sample surveyed. For this element, the accepted practice to the greatest extent possible, is to try and keep the recommended speed limit within the 10 mph pace after considering the critical speed and any factors requiring a speed lower than the critical speed.
3. The **MEDIAN (MIDDLE) SPEED**, or 50th percentile speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50% of the vehicles travel faster than, and 50% travel slower than the median speeds. This value is another measure of the central tendency of the vehicle speed distribution.
4. The **15th PERCENTILE SPEED** is that speed at or below which 15% of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the accident potential.
5. **MODAL SPEED**: The modal speed is the speed, which occurs most frequently in the distribution (the most). It serves as another useful measure in verifying the correct recommendation for speed limits.
6. **STANDARD DEVIATION**: This is a mathematical element, which relates to measures of dispersion of data. It is used to assist in describing the center of speed distribution information around the arithmetic mean or the time mean speed. It also is used in the overall review of recommended speed limits and serves to verify the level of confidence of data used in making recommendations.
7. The **MEAN (AVERAGE)** is the sum of the speeds of the samples divided by the number of samples.

The numerical values of the above factors are derived from the speed distribution curves calculated for each survey location. These distribution curves represent a method of graphic analysis that compares the cumulative percentage of vehicles to the speed at which the vehicles are traveling.

Field Review

In addition to the availability of the above statistical data, a significant aspect of speed limit recommendations is based on the field review. Its importance is that existing conditions may warrant a lower speed than is actually indicated by the application of survey data. Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below:

1. Segment length, width and alignment.
2. Level of pedestrian activity.
3. Traffic flow characteristics.
4. Vertical and/or horizontal curves.
5. Driver sight distance constraints.
6. Adjacent residential/commercial/industrial etc. zoning.
7. Number of lanes and other channelization/stripping factors.
8. Frequency of intersections, driveways and on street parking.
9. Location of stop signs, traffic signals, and other regulatory traffic control devices.
10. Roadway conditions, bumps and dips.
11. Obstructions to pedestrian visibility.
12. Land use and proximity of schools.
13. Uniformity with existing speed zones to/with adjacent jurisdictions.
14. Any other unusual conditions not readily apparent to the driver.

The results of the field review of related road/traffic variables are summarized on the Engineering and Traffic Survey forms found in Appendix A of this report.

Accident History

The Engineering and Traffic Survey forms summarize the available three-year accident information for the subject streets rather than the required twenty-four months. The accident information includes the total number of accidents within each street segment and of those accidents, the number that are speed-related. The annual accident rate figures represent the number of speed-related accidents divided by years of accident records. The evaluation of accidents is useful as a check on the accuracy of recommended or existing speed limits. Should this review show a high percentage of accidents associated with excessive speeds, then consideration based on professional traffic engineering judgement should be directed toward reducing the posted or recommended speed limit.

Results and Recommendations

The following Summaries: No Speed Limit Changes, New Speed Limit Postings, Speed Limit Increases, Speed Limit Reductions and Summary of Recommendations presents the results of the radar survey for the selected four streets. As shown, the Summary of Recommendations chart presents the necessary analysis elements that in addition to the field review of a registered traffic engineer, led to the recommendations indicated.

Locations of “No Speed Limit Changes”

Ten of the 11 segments studied are recommended for no speed limit changes. The reason centers mostly on the fact that the newly measured values of the 85th percentile and the 10 mph pace are still within the parameters of the existing speed limits. Additional factors such as the presence of horizontal or vertical curves reducing sight distance form the basis in some instances of our recommendation. Therefore, the current postings should remain as is. The segments recommended for “No Change” are listed below:

El Toro Road

Aliso Creek Rd to Calle Corta	Remain posted at 50 mph
Calle Corta to Calle Sonora	Remain posted at 50 mph
Calle Sonora to Moulton Pkwy	Remain posted at 45 mph
Moulton Pkwy to Avenida Sevilla	Remain posted at 40 mph

Moulton Parkway

Santa Maria Ave to El Toro Rd	Remain posted at 45 mph
El Toro Rd to Calle Cortez	Remain posted at 45 mph
Calle Cortez to South City Limits	Remain posted at 45 mph

Ridge Route Drive

Moulton Pkwy to East City Limits	Remain posted at 45 mph
----------------------------------	-------------------------

Santa Maria Avenue

Moulton Parkway to Via Vista	Remain posted at 40 mph
Santa Vittoria to Avenida Sosiega	Remain posted at 40 mph

Location of Speed Limit Increase

At one location, the Engineering and Traffic Survey data indicates a need for a speed limit increase. The newly measured values of the 85th percentile speeds, the 10 mph pace range, and existing roadway characteristics were factors used to make this recommendation. This segment and reasons for the recommendations are explained below:

El Toro Road

Avenida Sevilla to Paseo de Valencia	Increase from 35 mph to 40 mph
--------------------------------------	--------------------------------

Support Explanation for “Speed Limit Increase”

El Toro Road

Avenida Sevilla to Paseo de Valencia

This section of El Toro Road is a six lane divided roadway. The adjacent land uses are non-fronting residential gated communities and commercial at Paseo de Valencia. Field observations include a wide off-street pedestrian walkway and bicycle path along south-side of the roadway (golf carts are also permitted to travel on this off-street area between Avenida Sevilla and the commercial at Paseo de Valencia), and a golf cart crossing at Avenida Sevilla.

There are no intersections between the intersection of Avenida Sevilla and Paseo de Valencia, two driveways near the intersection of Paseo de Valencia, and "No Stopping Anytime" due to no shoulders on both sides of the roadway. The speed survey resulted with an 85th percentile speed of 41.5 mph and a 10 mph pace range of 33 to 42 mph. With that, it is recommended that the existing 35 mph speed limit be increased to 40 mph.

SUMMARY OF RECOMMENDATIONS 2017

STREET LOCATION	EXISTING SPEED LIMIT	RECOMMENDED SPEED LIMIT	85 TH PERCENTILE SPEED	AVERAGE SPEED	10 MPH PACE RANGE	PERCENT OF VEHICLES IN PACE	JUSTIFICATION / COMMENTS
<u>EL TORO ROAD</u>							
ALISO CREEK TO CALLE CORTA	50	50	49.3	42.9	38-47	59.7	NO CHANGE – 85 TH PERCENTILE
CALLE CORTA TO CALLE SONORA	50	50	52.6	48.7	44-53	78.0	NO CHANGE – 85 TH PERCENTILE
CALLE SONORA TO MOULTON PKWY	45	45	44.2	39.4	36-45	72.6	NO CHANGE – 85 TH PERCENTILE
MOULTON PKWY TO AVENIDA SEVILLA	40	40	43.9	38.5	34-43	66.5	NO CHANGE – 85 TH PERCENTILE
AVENIDA SEVILLA TO PASEO DE VALENCIA	35	40	41.5	36.1	33-42	68.2	INCREASE – 85 TH PERCENTILE
<u>MOULTON PARKWAY</u>							
SANTA MARIA AVE TO EL TORO RD	45	45	46.2	42.1	37-46	72.6	NO CHANGE – 85 TH PERCENTILE
EL TORO RD TO CALLE CORTEZ	45	45	47.2	42.8	39-48	75.9	NO CHANGE – 85 TH PERCENTILE
CALLE CORTEZ TO SOUTH CITY LIMITS	45	45	48.4	44.4	40-49	77.1	NO CHANGE – 85 TH PERCENTILE
<u>RIDGE ROUTE DRIVE</u>							
MOULTON PKWY TO EAST CITY LIMITS	45	45	47.4	41.9	39-48	68.1	NO CHANGE – 85 TH PERCENTILE
<u>SANTA MARIA AVENUE</u>							
MOULTON PKWY TO VIA VISTA	40	40	43.9	39.1	36-45	80.6	NO CHANGE – 85 TH PERCENTILE
SANTA VITTORIA TO AVENIDA SOSIEGA	40	40	41.2	37.1	32-41	75.0	NO CHANGE – 85 TH PERCENTILE

APPENDIX A

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**EL TORO ROAD****ALISO CREEK RD TO CALLE CORTA**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 12:15 PM - 12:50 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF ALISO CREEK
DATE OF SURVEY	8/28/2017
85th PERCENTILE	49.3 MPH
10 MPH PACE	38 - 47 MPH
PERCENT IN PACE	59.7 %
POSTED SPEED LIMIT	50 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	5
ANNUAL ACCIDENT RATE	0.33 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.23 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	16,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CALLE CORTA / ALISO CREEK
CROSSWALKS	AT CALLE CORTA / ALISO CREEK
PEDESTRIAN/BICYCLES	FEW / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	PAINTED BIKE LANES BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.25
VERTICAL CURVE	SLIGHT UPHILL GRADES (EB)
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / NO
STREET LIGHTING	YES
DRIVEWAY DENSITY	NOMINAL
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (NF)
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RECOMMENDED SPEED LIMIT	50 MPH
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SPEED LIMIT CHANGE	NO CHANGE
--------------------	-----------

JUSTIFICATION:

The recommended speed is within 0.7 mph of the 85th percentile speed and meets CVC standards.

RADAR SPEED DISTRIBUTION SHEET

HCI **CITY OF LAGUNA WOODS**
EL TORO ROAD **ALISO CREEK RD TO CALLE CORTA**
 DATE: 8/28/2017 SURVEY BY: HCI - C.BUENDIA
 TIME: 12:15 PM - 12:50 PM CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	99.5%
58					X	99.1%
57					X	97.6%
56					X	96.7%
55					X	95.3%
54					X	92.4%
53					X	91.9%
52					X	90.5%
51					X	88.6%
50					X	87.7%
49				X		83.9%
48				X		79.1% ---85PCT
47				X		76.3% }PACE
46				X		70.1% }PACE
45				X		64.5% }PACE
44			X			59.2% }PACE
43			X			50.7% }PACE
42			X			46.0% }PACE ---MEAN
41		X				37.9% }PACE
40		X				30.8% }PACE
39		X				25.6% }PACE
38		X				21.8% }PACE
37		X				16.6%
36		X				13.7% ---15PCT
35		X				10.4%
34		X				8.5%
33		X				6.2%
32	X					3.8%
31	X					2.8%
30	X					1.9%
29	X					0.5%
28	X					0.5%
27	X					0.5%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 47 MPH
 LOWER LIMIT 10 MPH PACE: 38 MPH
 PERCENT OVER PACE: 23.7 %
 PERCENT IN PACE: 59.7 %
 PERCENT UNDER PACE: 16.6 %

85th PERCENTILE SPEED: 49.3 MPH
 MEDIAN SPEED: 42.9 MPH
 15th PERCENTILE SPEED: 36.4 MPH

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
1032 East 10th Street
Tulsa, OK 74103

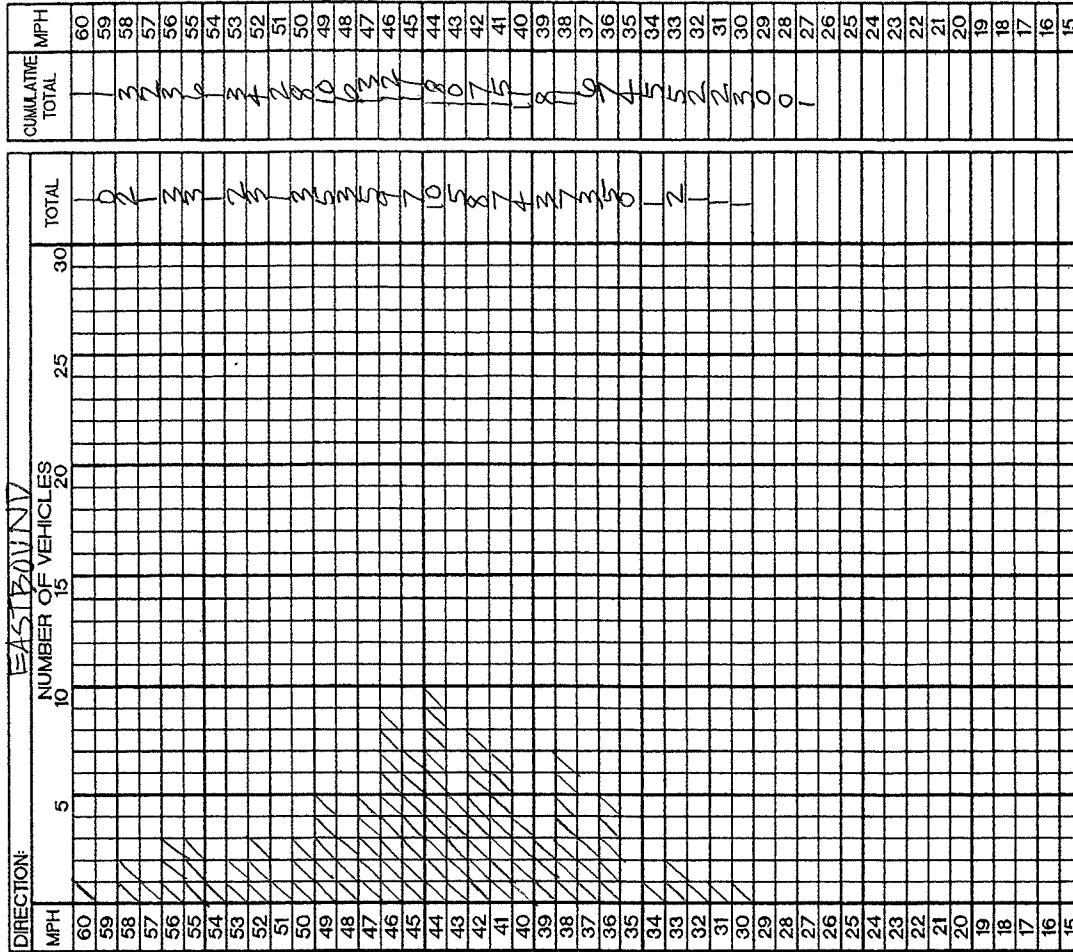
Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA WOODS
STREET: EL TORO ROAD
LOCATION: ALISO CREEK RD TO CALLE CORTA

WEATHER: WINDY DATE: 08/28/17
ROAD CONDITION: DRY START TIME: 12:15 PM
OBSERVER: CATHY BUENDIA END TIME: 12:50 PM VAC



AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ PACE SPEED: _____
CRITICAL SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY**CITY OF LAGUNA WOODS****HCI****EL TORO ROAD****CALLE CORTA TO CALLE SONORA**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 11:30 AM - 12:05 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF CALLE WREN
DATE OF SURVEY	8/28/2017
85th PERCENTILE	52.6 MPH
10 MPH PACE	44 - 53 MPH
PERCENT IN PACE	78.0 %
POSTED SPEED LIMIT	50 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	8
ANNUAL ACCIDENT RATE	0.67 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.11 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	19,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CALLE SONORA / CALLE CORTA / CANYON WREN
CROSSWALKS	AT CALLE SONORA / CALLE CORTA / CANYON WREN
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	FEW
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	PAINTED BIKE LANES BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.91
VERTICAL CURVE	GRADUAL UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / NO
STREET LIGHTING	YES
DRIVEWAY DENSITY	NOMINAL
OTHER	GOLF CART XING AT INTERSECTIONS RAISED MEDIAN ISLAND

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCAL (at Calle Sonora) / CHURCH
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RECOMMENDED SPEED LIMIT	50 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:

The recommended speed limit is within 2.6 mph of the 85th percentile speed as meets CVC standards.

RADAR SPEED DISTRIBUTION SHEET

CITY OF LAGUNA WOODS					
HCI			CALLE CORTA TO CALLE SONORA		
EL TORO ROAD			SURVEY BY: HCI - C.BUENDIA		
DATE: 8/28/2017			CHECKED BY: JERRY STOCK		
TIME: 11:30 AM - 12:05 PM					
SPEED	CUMMULATIVE PERCENT				
	20	40	60	80	100
60					x 100.0%
59					x 97.4%
58					x 96.9%
57					x 95.8%
56					x 94.2%
55					x 92.1%
54					x 90.6%
53					x 88.0% }PACE
52					x 79.6% }PACE ---85PCT
51					x 73.8% }PACE
50					x 66.0% }PACE
49					x 52.9% }PACE
48					x 44.5% }PACE ---MEAN
47					x 35.6% }PACE
46					x 26.2% }PACE
45					x 22.0% }PACE
44					x 16.2% }PACE
43					x 9.9% ---15PCT
42					x 7.9%
41					x 5.8%
40					x 4.2%
39					x 3.1%
38					x 2.1%
37					x 1.6%
36					x 0.5%
35					x 0.0%
34					x 0.0%
33					x 0.0%
32					x 0.0%
31					x 0.0%
30					x 0.0%
29					x 0.0%
28					x 0.0%
27					x 0.0%
26					x 0.0%
25					x 0.0%
24					x 0.0%
23					x 0.0%
22					x 0.0%
21					x 0.0%
20					x 0.0%
19					x 0.0%
18					x 0.0%
17					x 0.0%
16					x 0.0%
15					x 0.0%

UPPER LIMIT 10 MPH PACE: 53 MPH
 LOWER LIMIT 10 MPH PACE: 44 MPH
 PERCENT OVER PACE: 12.0 %
 PERCENT IN PACE: 78.0 %
 PERCENT UNDER PACE: 9.9 %

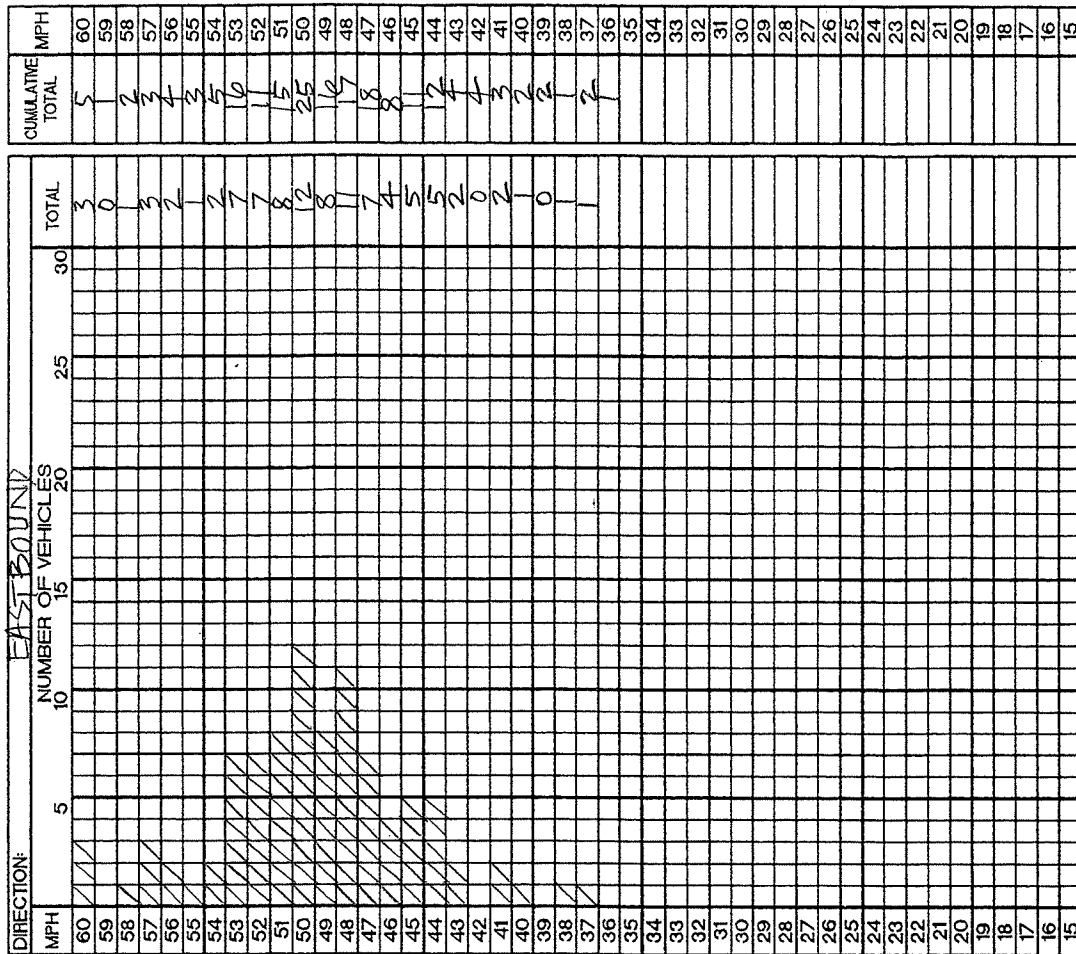
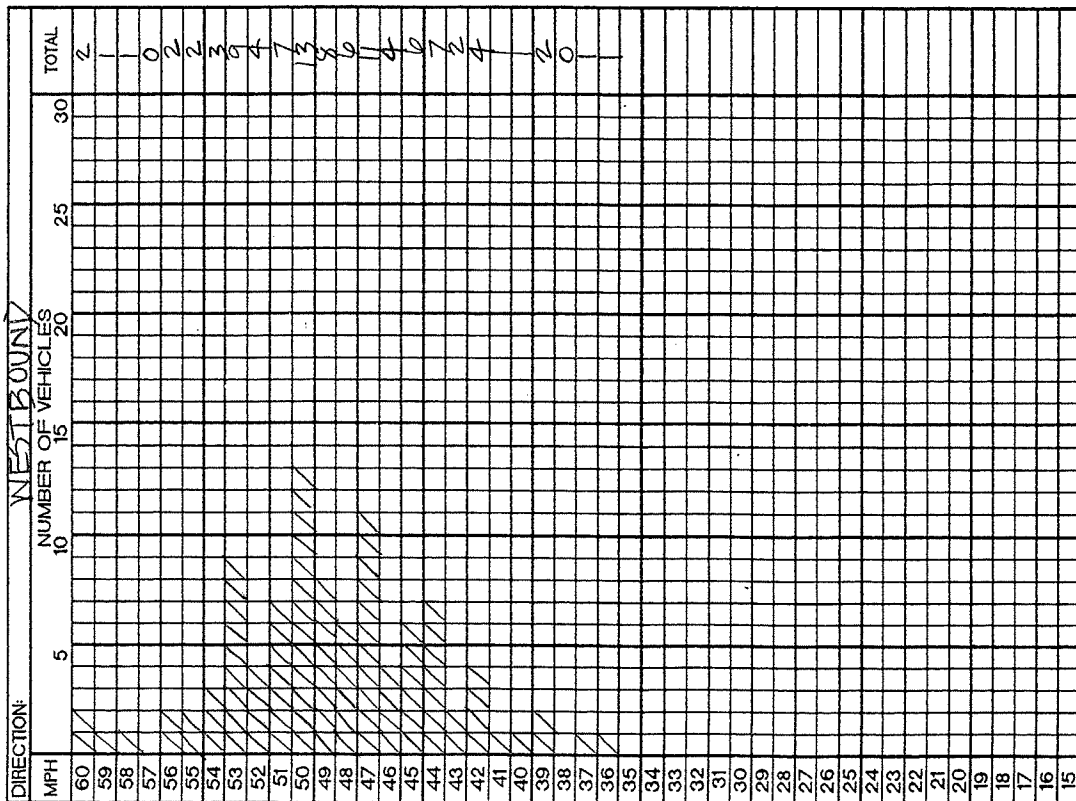
85th PERCENTILE SPEED: 52.6 MPH
 MEDIAN SPEED: 48.7 MPH
 15th PERCENTILE SPEED: 43.8 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CRABELL INC.
Consulting Traffic Engineers
13322 E. 1st Ave., Suite 100, Aurora, CO 80010
(303) 751-5455

AGENCY: CITY OF LAGUNA WOODS
STREET: EL TORO ROAD
LOCATION: CALLE CORTA TO CALLE SONORA

WEATHER: SUNNY DATE: 08/28/17
ROAD CONDITION: DRY START TIME: 11:30 AM
OBSERVER: CATHY BUENDIA END TIME: 12:05 PM / 1017



ENGINEERING AND TRAFFIC SURVEY**CITY OF LAGUNA WOODS****HCI****EL TORO ROAD****CALLE SONORA TO MOULTON PARKWAY**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 10:45 AM - 11:20 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF TOWN CENTER
DATE OF SURVEY	8/28/2017
85th PERCENTILE	44.2 MPH
10 MPH PACE	36 - 45 MPH
PERCENT IN PACE	72.6 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	13
ANNUAL ACCIDENT RATE	0.67 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.16 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	27,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CALLE SONORA / TOWN CTR / MOULTON
CROSSWALKS	AT CALLE SONORA / TOWN CTR / MOULTON
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	FEW
ON-STREET PARKING	NO STOPPING ENTIRE BLOCK
OTHER	PAINTED BIKE LANES / BUS STOPS
	GOLF CART XINGS AT INTERSECTIONS / DENSE TRAFFIC

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.43
VERTICAL CURVE	GRADUAL UPHILL GRADE (WB)
HORIZONTAL CURVE	SLIGHT "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / YES
STREET LIGHTING	YES
DRIVEWAY DENSITY	LIGHT
OTHER	RAISED MEDIAN ISLAND
	SHORT DISTANCE BTWN INTERSECTIONS - SURVEYED ON GREENS ONLY

ADJACENT LAND USE	COMMERCAL / BUSINESS
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended speed limit is within 0.8 mph of the 85th percentile speed and meets CVC standards.

RADAR SPEED DISTRIBUTION SHEET

HCI**CITY OF LAGUNA WOODS**EL TORO ROAD

DATE: 8/28/2017

TIME: 10:45 AM - 11:20 AM

CALLE SONORA TO MOULTON PARKWAY

SURVEY BY: HCI - C.BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	98.6%
48					X	97.7%
47					X	95.8%
46					X	93.5%
45					X	92.1%
44				X	X	83.7% } PACE
43				X		78.1% } PACE ---85PCT
42			X			68.4% } PACE
41			X			63.3% } PACE
40			X			56.3% } PACE
39		X				45.6% } PACE ---MEAN
38		X				36.7% } PACE
37		X				32.6% } PACE
36		X				26.0% } PACE
35		X				19.5%
34		X				14.9% ---15PCT
33		X				11.2%
32		X				7.9%
31		X				6.5%
30	X					5.1%
29	X					3.3%
28	X					2.8%
27	X					1.9%
26	X					0.9%
25	X					0.9%
24	X					0.5%
23	X					0.5%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 45 MPH

LOWER LIMIT 10 MPH PACE: 36 MPH

PERCENT OVER PACE: 7.9 %

PERCENT IN PACE: 72.6 %

PERCENT UNDER PACE: 19.5 %

85th PERCENTILE SPEED: 44.2 MPH

MEDIAN SPEED: 39.4 MPH

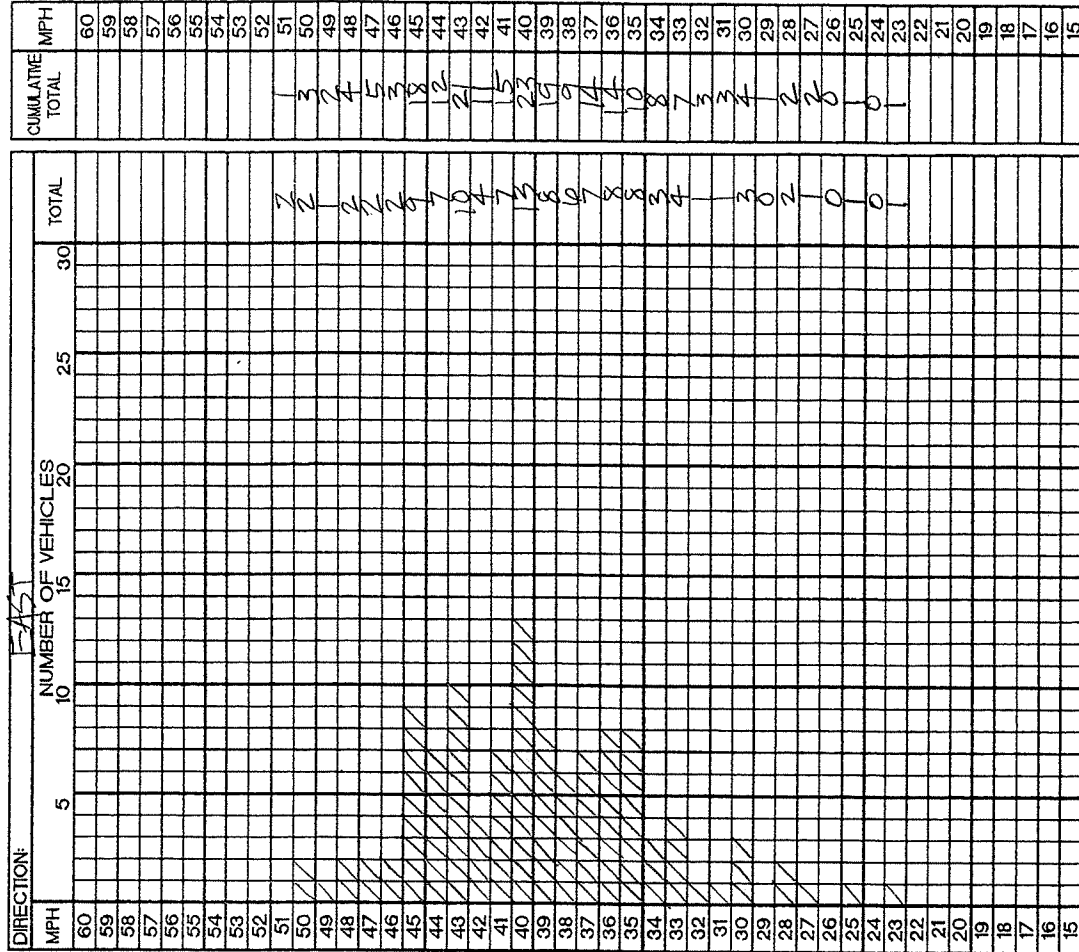
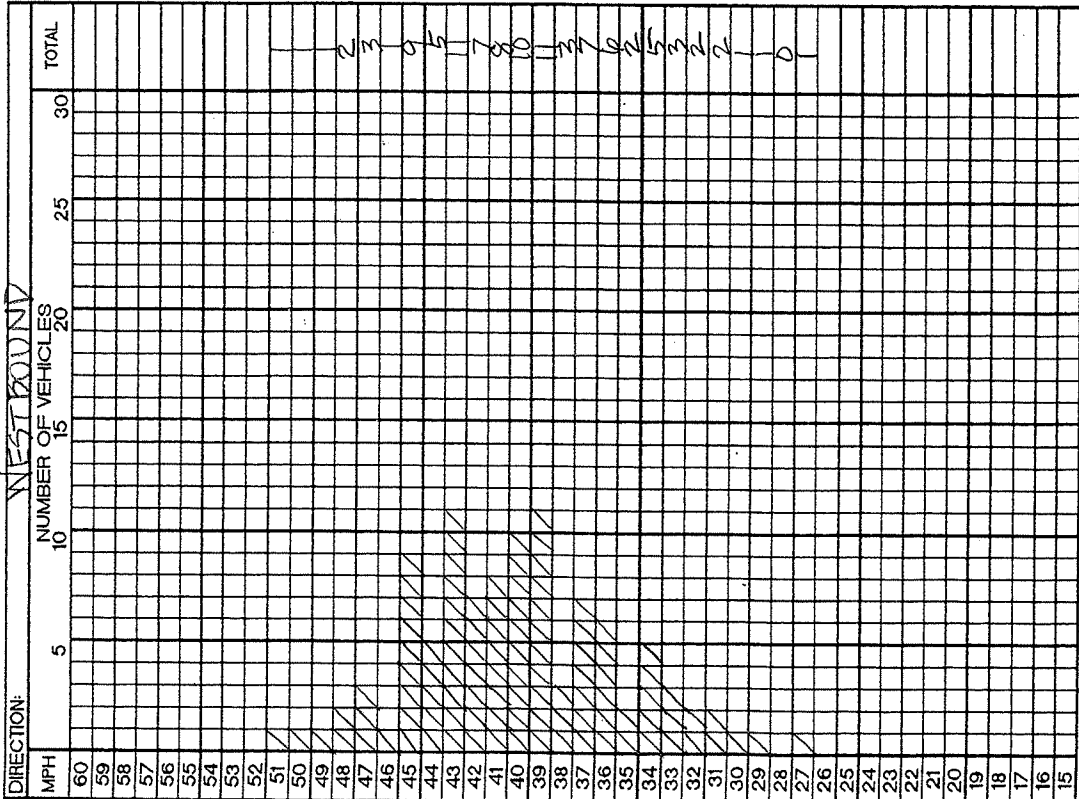
15th PERCENTILE SPEED: 34.0 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
COUNTY TRAIL, COLORADO
1832 East Blvd, Suite 102, Aspen, CO 81601
(970) 925-5400

AGENCY: CITY OF LAGUNA WOODS
STREET: EL TORO ROAD
LOCATION: CALLE SONORA TO MOUNTAIN PKWY

WEATHER: SUNNY - HOT DATE: 08/28/17
ROAD CONDITION: DRY START TIME: 10:45 AM
OBSERVER: CATHY BUENDIA END TIME: 11:20 AM v GL



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY**CITY OF LAGUNA WOODS****HCI****EL TORO ROAD****MOULTON PARKWAY TO AVENIDA SEVILLA**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 10:00 AM - 10:40 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF MOULTON
DATE OF SURVEY	8/28/2017
85th PERCENTILE	43.9 MPH
10 MPH PACE	34 - 43 MPH
PERCENT IN PACE	66.5 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	8
ANNUAL ACCIDENT RATE	0.67 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.13 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	32,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / CHURCH ENTRANCE / AVD SEVILLA
CROSSWALKS	AT MOULTON / CHURCH ENTRANCE / AVD SEVILLA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	FEW
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	BUS STOPS / GOLF CART XINGS AT INTERSECTIONS DENSE TRAFFIC-INTERSECTIONS BACK UP

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.43
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	SLIGHT-GRADUAL "S" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / YES (EB) - YES / MINIMAL (WB)
STREET LIGHTING	YES
DRIVEWAY DENSITY	LIGHT
OTHER	RAISED MEDIAN ISLAND / NO SHOULDERS "NO GOLF CARTS ON PED WALK (EB)"

ADJACENT LAND USE	RESIDENTIAL ON GOLF COURSE (NF) / COMMERCAL / BUSINESS / CITY HALL
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:

The recommended speed is within 3.9 mph of the 85th percentile speed and meets CVC standards.

RADAR SPEED DISTRIBUTION SHEET

HCI **CITY OF LAGUNA WOODS**
EL TORO ROAD **MOULTON PARKWAY TO AVENIDA SEVILLA**
 DATE: 8/28/2017 SURVEY BY: HCI - C.BUENDIA
 TIME: 10:00 AM - 10:40 AM CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	99.5%
51					X	99.5%
50					X	99.0%
49					X	98.1%
48					X	98.1%
47					X	96.2%
46					X	93.8%
45					X	90.0%
44					X	85.6%
43					X	79.9% } PACE ---85PCT
42					X	74.2% } PACE
41					X	70.3% } PACE
40					X	62.7% } PACE
39					X	52.6% } PACE
38					X	47.4% } PACE ---MEAN
37					X	39.2% } PACE
36					X	32.5% } PACE
35					X	26.3% } PACE
34					X	19.6% } PACE ---15PCT
33					X	13.4%
32					X	9.6%
31					X	6.7%
30					X	3.3%
29					X	2.4%
28					X	1.0%
27					X	0.5%
26					X	0.5%
25					X	0.5%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 43 MPH
 LOWER LIMIT 10 MPH PACE: 34 MPH
 PERCENT OVER PACE: 20.1 %
 PERCENT IN PACE: 66.5 %
 PERCENT UNDER PACE: 13.4 %

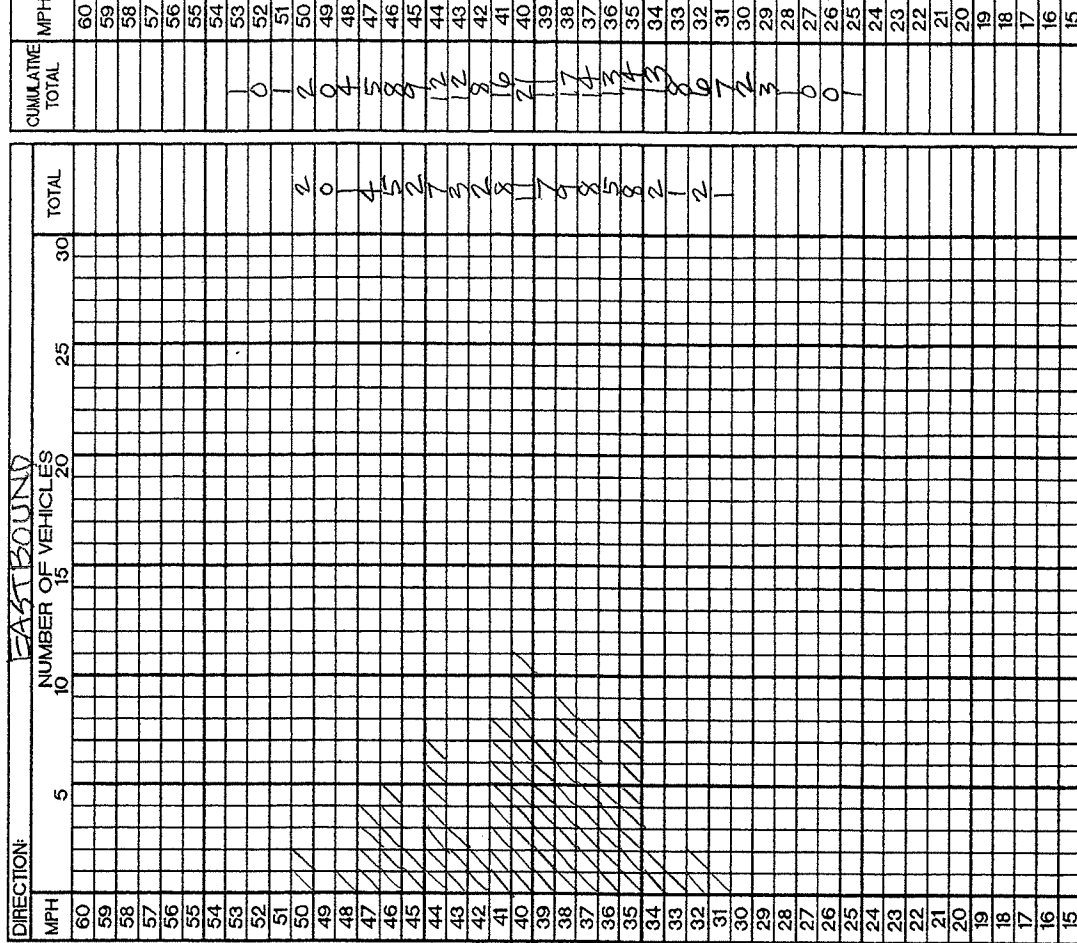
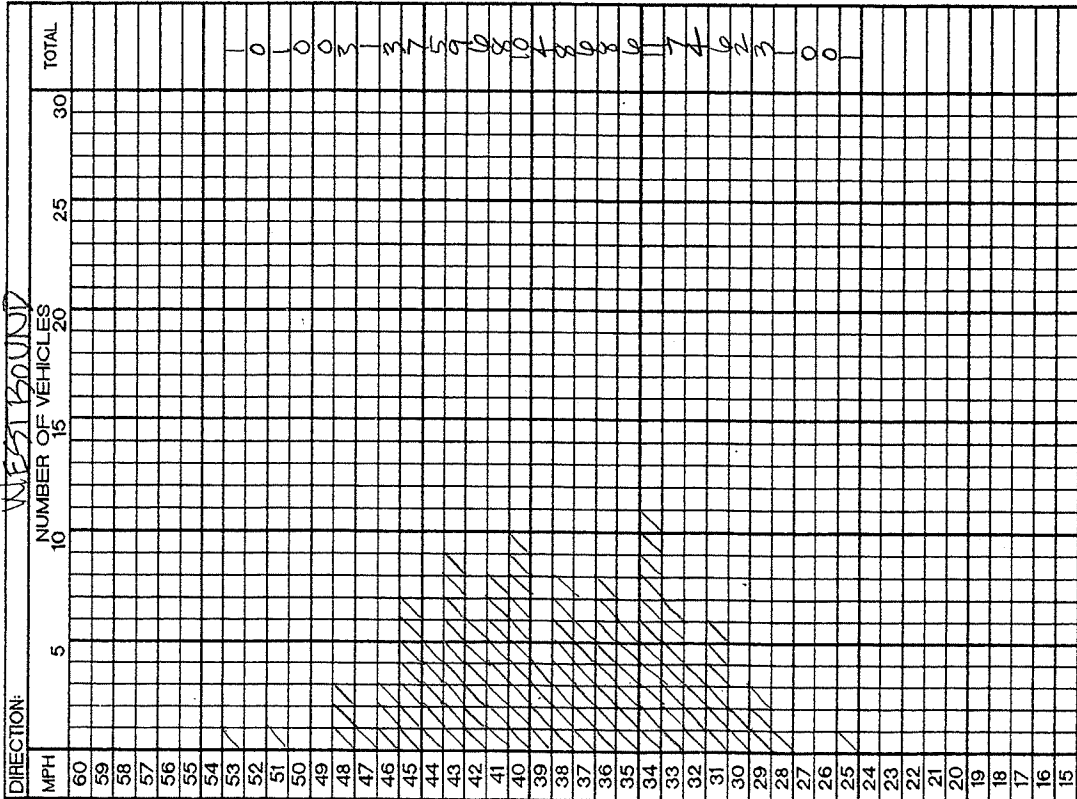
85th PERCENTILE SPEED: 43.9 MPH
 MEDIAN SPEED: 38.5 MPH
 15th PERCENTILE SPEED: 33.3 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CABELL INC.
Consulting Traffic Engineers
1533 9th St., Suite 101, San Jose, CA 95131
(415) 731-1582

AGENCY: LAGUNA WOODS
STREET: EL TORO ROAD
LOCATION: MOUNTAIN PKWY TO AVENIDA SEVILLA

WEATHER: SUNNY DATE: 08/28/17
ROAD CONDITION: DRY START TIME: 10:00 AM
OBSERVER: CATHY BUENDIA END TIME: 10:40 AM / cal



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

ITEM #2 - Attachment B

CITY OF LAGUNA WOODS

HCI

EL TORO ROAD

AVENIDA SEVILLA TO PASEO DE VALENCIA

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 10:00 AM - 10:45 AM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF PASEO DE VALENCIA
DATE OF SURVEY	8/25/2017
85th PERCENTILE	41.5 MPH
10 MPH PACE	33 - 42 MPH
PERCENT IN PACE	68.2 %
POSTED SPEED LIMIT	35 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	3
TOTAL ACCIDENTS	11
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.28 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	32,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - AVD SEVILLA / PASEO DE VALENCIA
CROSSWALKS	AT AVD SEVILLA / PASEO DE VALENCIA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	FEW
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS / BUS STOPS GOLF CART XINGS AT INTERSECTIONS DENSE TRAFFIC-INTERSECTIONS BACK UP AT INTERSECTIONS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.31
VERTICAL CURVE	NONE
HORIZONTAL CURVE	SLIGHT "C" CURVES
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / YES (EB) - NO / NO (WB)
STREET LIGHTING	YES
DRIVEWAY DENSITY	LIGHT (at Paseo De Valencia)
OTHER	"NO GOLF CARTS ON PED WALK (EB)" / RAISED MEDIAN ISLAND SHORT DISTANCE BTWN INTERSECTIONS - SURVEYED ON GREENS ONLY

ADJACENT LAND USE	RESIDENTIAL ON GOLF COURSE (NF) / COMMERCIAL
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	INCREASE
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JUSTIFICATION:
This section of El Toro Road is a six lane divided roadway. The adjacent land uses are non-fronting residential gated communities and commercial at Paseo de Valencia. Field observations include a wide pedestrian walkway along south-side of the roadway, one driveway near intersection of Paseo de Valencia, "No Stopping Anytime" due to no shoulders on both sides of the roadway, and golf cart crossings at Avenida Sevilla. The speed survey resulted with an 85th percentile speed of 41.5 mph and a 10 mph pace range of 33 to 42 mph. With that, it is recommended that the existing 35 mph speed limit be increased to 40 mph.

RADAR SPEED DISTRIBUTION SHEET

HCI
CITY OF LAGUNA WOODS
EL TORO ROAD
DATE: 8/25/2017
TIME: 10:00 AM - 10:45 AM
AVENIDA SEVILLA TO PASEO DE VALENCIA
SURVEY BY: HCI - C.BUENDIA
CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	100.0%
48					X	100.0%
47					X	99.5%
46					X	99.1%
45					X	98.6%
44					X	95.3%
43					X	91.0%
42					X	87.7% } PACE
41					X	82.0% } PACE ---85PCT
40					X	76.3% } PACE
39					X	70.6% } PACE
38					X	63.0% } PACE
37					X	56.9% } PACE
36					X	49.3% } PACE ---MEAN
35					X	42.2% } PACE
34					X	31.3% } PACE
33					X	24.2% } PACE
32					X	19.4%
31					X	13.7% ---15PCT
30					X	9.0%
29					X	4.7%
28					X	3.8%
27					X	1.9%
26					X	0.9%
25					X	0.5%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 42 MPH

LOWER LIMIT 10 MPH PACE: 33 MPH

PERCENT OVER PACE: 18.0 %

PERCENT IN PACE: 68.2 %

PERCENT UNDER PACE: 19.4 %

85th PERCENTILE SPEED: 41.5 MPH

MEDIAN SPEED: 36.1 MPH

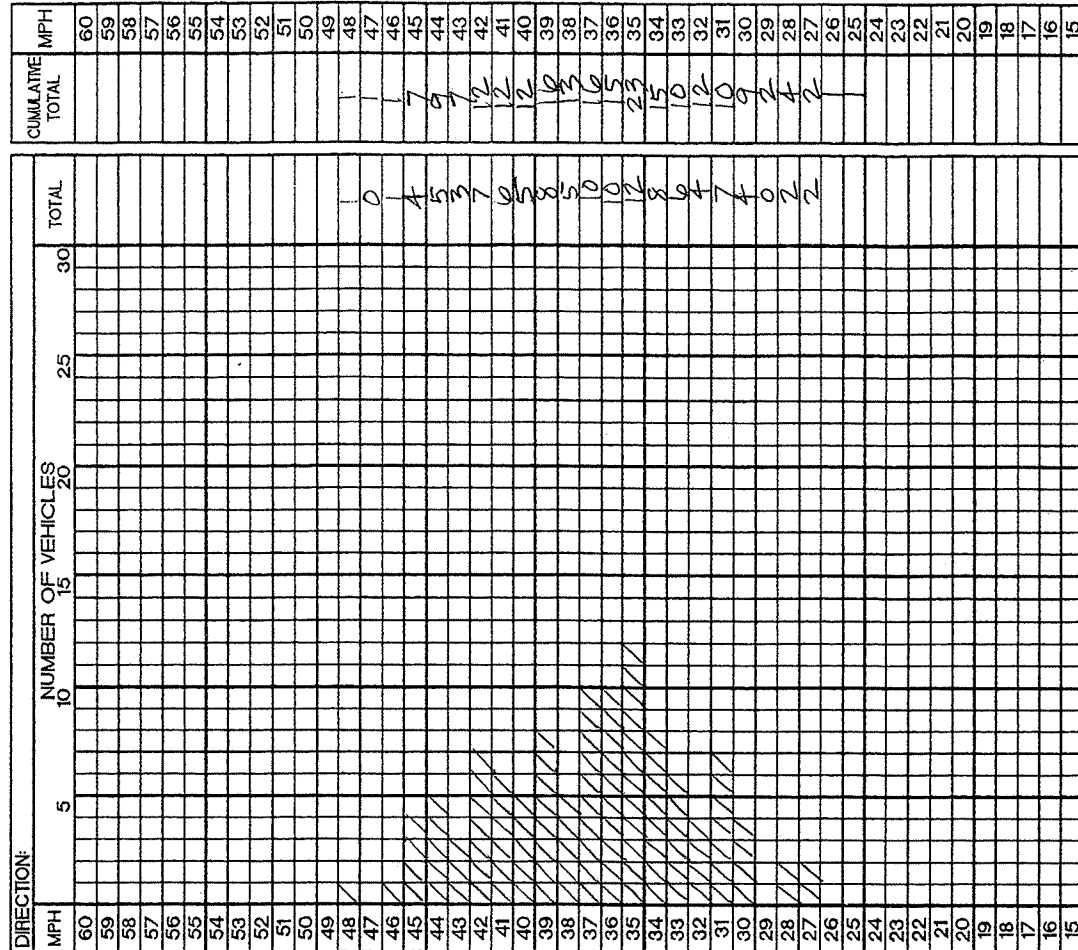
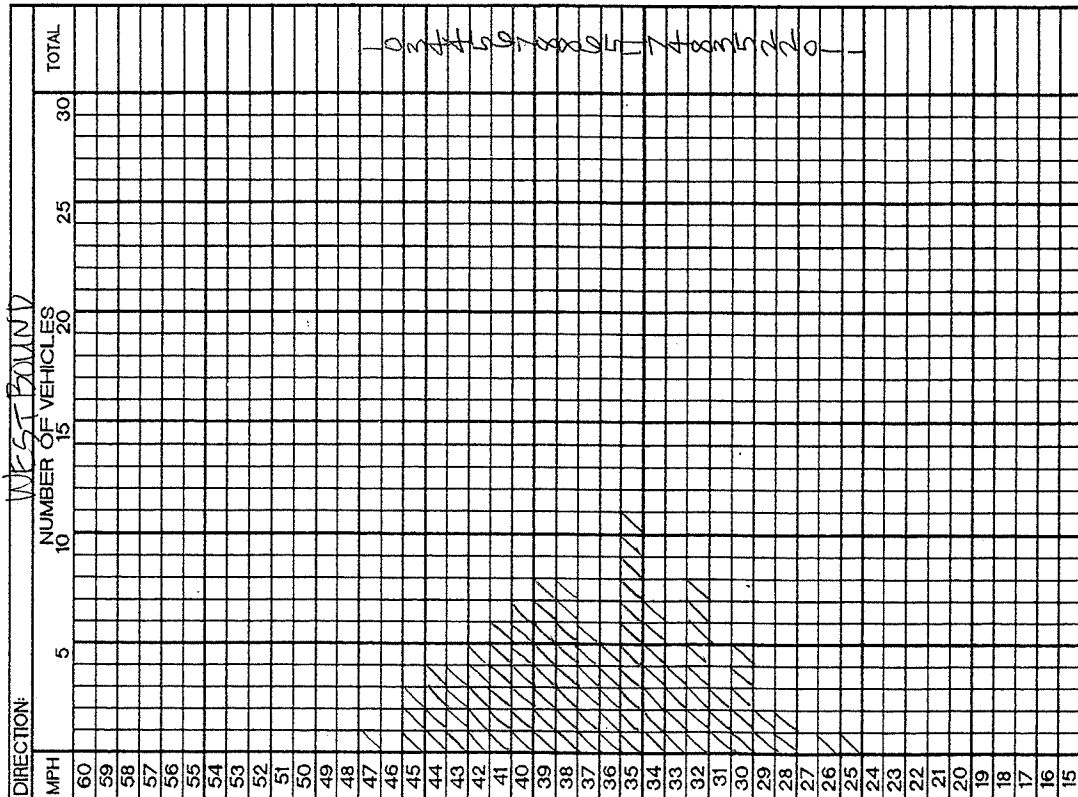
15th PERCENTILE SPEED: 31.2 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CABELL INC.
Consulting Traffic Engineers
10331 Buena Vista Rd., Suite 102, Buena Vista, CA 94020
(415) 321-1442

AGENCY: CITY OF LAGUNA WOODS
STREET: EL TORO ROAD
LOCATION: AVENIDA SEVILLA TO PASO DE VALENCIA

WEATHER: SUNNY - HOT
ROAD CONDITION: DRY
OBSERVER: CATHY BUENDIA
DATE: 8/25/17
START TIME: 10:00 AM
END TIME: 10:45 AM VAV



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**MOULTON PARKWAY****SANTA MARIA AVE TO EL TORO RD**

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 12:40 PM - 1:15 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	SOUTH OF SANTA MARIA
DATE OF SURVEY	8/25/2017
85th PERCENTILE	46.2 MPH
10 MPH PACE	37 - 46 MPH
PERCENT IN PACE	72.6 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	8
TOTAL ACCIDENTS	15
ANNUAL ACCIDENT RATE	2.67 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.35 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	32,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - SANTA MARIA / GATE NO.12 + 16 / EL TORO
CROSSWALKS	AT SANTA MARIA / GATE NO.12+16 / EL TORO
PEDESTRIAN/BICYCLES	YES / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS
	BUS STOPS / BIKE LANES

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.66
VERTICAL CURVE	GRADUAL-MODERATE UP/DOWNHILL GRADES
HORIZONTAL CURVE	MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
DRIVEWAY DENSITY	NOMINAL
OTHER	RAISED MEDIAN ISLAND

ADJACENT LAND USE	GOLF COURSE / COMMERCAL
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
	The recommended speed is within 1.2 mph of the 85th percentile speed and meets CVC standards.

NF = NON FRONTING TO ROADWAY

File: Moulton 2017-06

RADAR SPEED DISTRIBUTION SHEET

HCI**CITY OF LAGUNA WOODS**MOULTON PARKWAYSANTA MARIA AVE TO EL TORO RD

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 12:40 PM - 1:15 PM

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	99.0%
50					X	98.5%
49					X	95.5%
48					X	91.0%
47					X	88.1%
46				X		84.1% } PACE ---85PCT
45				X		77.6% } PACE
44			X			66.7% } PACE
43			X			56.7% } PACE
42		X				49.3% } PACE ---MEAN
41		X				40.8% } PACE
40		X				33.8% } PACE
39	X					23.9% } PACE
38	X					19.4% } PACE
37	X					17.4% } PACE
36	X					11.4% ---15PCT
35	X					8.5%
34	X					5.0%
33	X					5.0%
32	X					4.0%
31	X					2.0%
30	X					0.5%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 46 MPH

LOWER LIMIT 10 MPH PACE: 37 MPH

PERCENT OVER PACE: 15.9 %

PERCENT IN PACE: 72.6 %

PERCENT UNDER PACE: 11.4 %

85th PERCENTILE SPEED: 46.2 MPH

MEDIAN SPEED: 42.1 MPH

15th PERCENTILE SPEED: 36.6 MPH

Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA WOODS

STREET: MOULTON PARKWAY

LOCATION: SANTA MARIA AVE TO EL TORO RD

WEATHER: SUNNY

ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

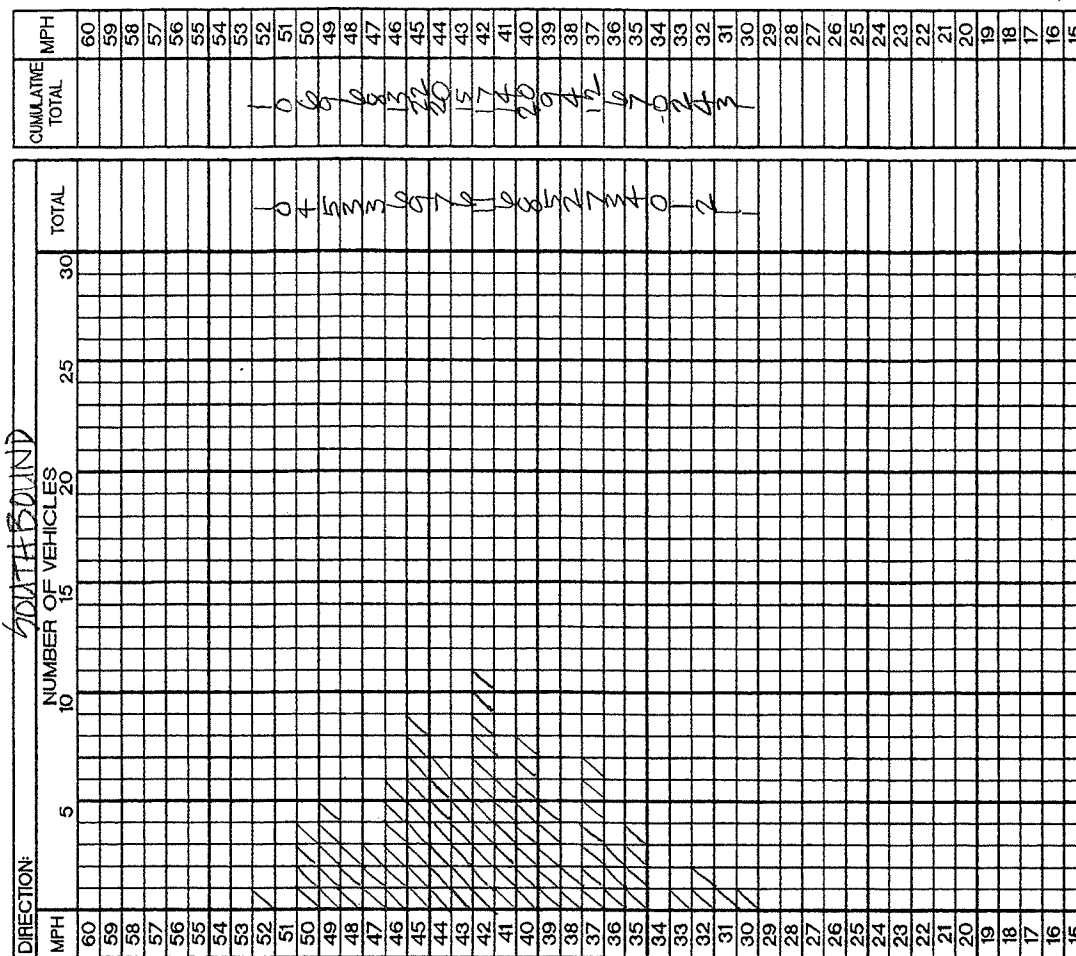
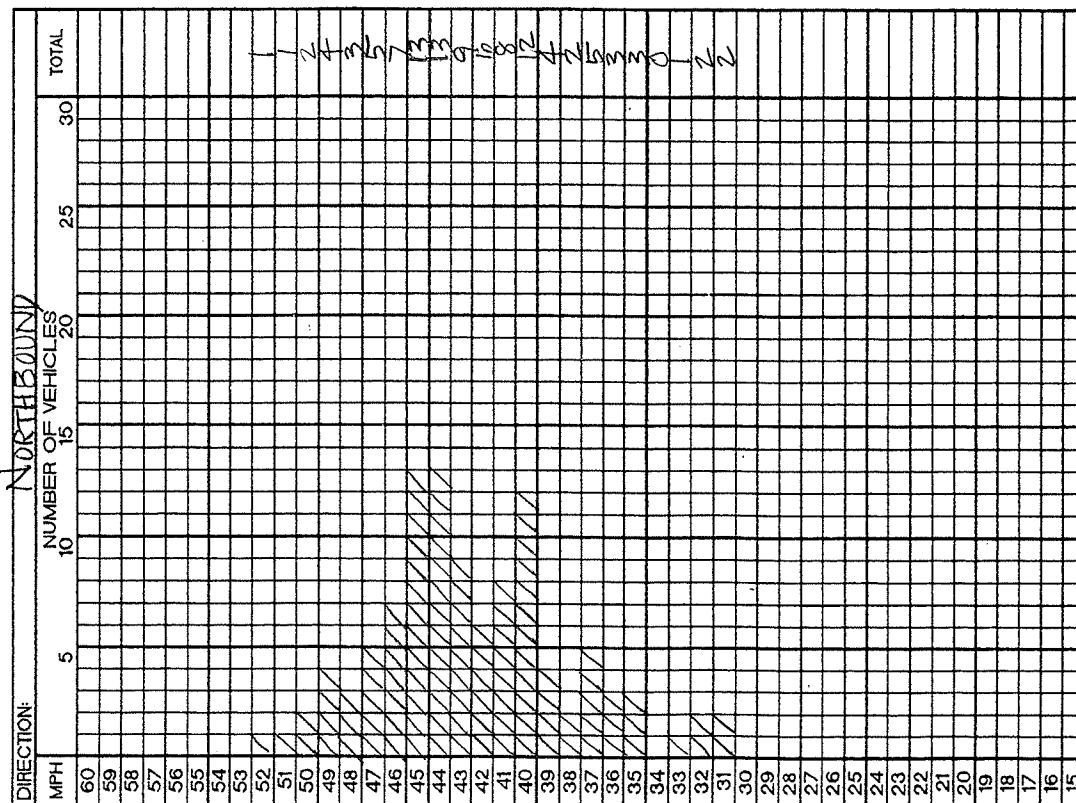
DATE: 08/25/17

START TIME: 12:40 PM

END TIME: 1:15 PM /CH

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17532 Vane Blvd., Suite 172 Austin TX 78750
(714) 731-5455

ITEM 8.2 - Attachment B



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED:	CRITICAL SPEED:	PACE SPEED:

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**MOULTON PARKWAY****EL TORO RD TO CALLE CORTEZ**

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 11:45 AM - 12:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF CALLE CORTEZ
DATE OF SURVEY	8/25/2017
85th PERCENTILE	47.2 MPH
10 MPH PACE	39 - 48 MPH
PERCENT IN PACE	75.9 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	3
TOTAL ACCIDENTS	11
ANNUAL ACCIDENT RATE	1.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.14 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	34,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - EL TORO / VIA CAMPO VERDE / CALLE CORTEZ
CROSSWALKS	AT EL TORO / VIA CAMPO VERDE / CALLE CORTEZ
PEDESTRIAN/BICYCLES	YES / FEW
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	PAINTED BIKE LANES BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.56
VERTICAL CURVE	GRADUAL UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL-MODERATE "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / YES
STREET LIGHTING	YES
DRIVEWAY DENSITY	LIGHT
OTHER	RAISED MEDIAN ISLAND NARROW SHOULDERS

ADJACENT LAND USE	CHURCHES / BUSINESS / COMMERCIAL
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended speed is within 2.2 mph of the 85th percentile speed and meets CVC standards.	

RADAR SPEED DISTRIBUTION SHEET

HCI**CITY OF LAGUNA WOODS**MOULTON PARKWAYEL TORO RD TO CALLE CORTEZ

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 11:45 AM - 12:30 PM

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	99.5%
51					X	97.6%
50					X	95.8%
49					X	91.0%
48					X	88.7% }PACE
47				X	X	84.0% }PACE ---85PCT
46				X	X	79.2% }PACE
45				X		71.7% }PACE
44			X			62.7% }PACE
43			X			52.4% }PACE
42			X			42.5% }PACE ---MEAN
41		X				31.6% }PACE
40		X				23.1% }PACE
39		X				16.0% }PACE
38		X				12.7% ---15PCT
37		X				9.0%
36		X				6.6%
35	X					3.8%
34	X					2.8%
33	X					1.9%
32	X					1.4%
31	X					0.5%
30	X					0.5%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 48 MPH
 LOWER LIMIT 10 MPH PACE: 39 MPH
 PERCENT OVER PACE: 11.3 %
 PERCENT IN PACE: 75.9 %
 PERCENT UNDER PACE: 12.7 %

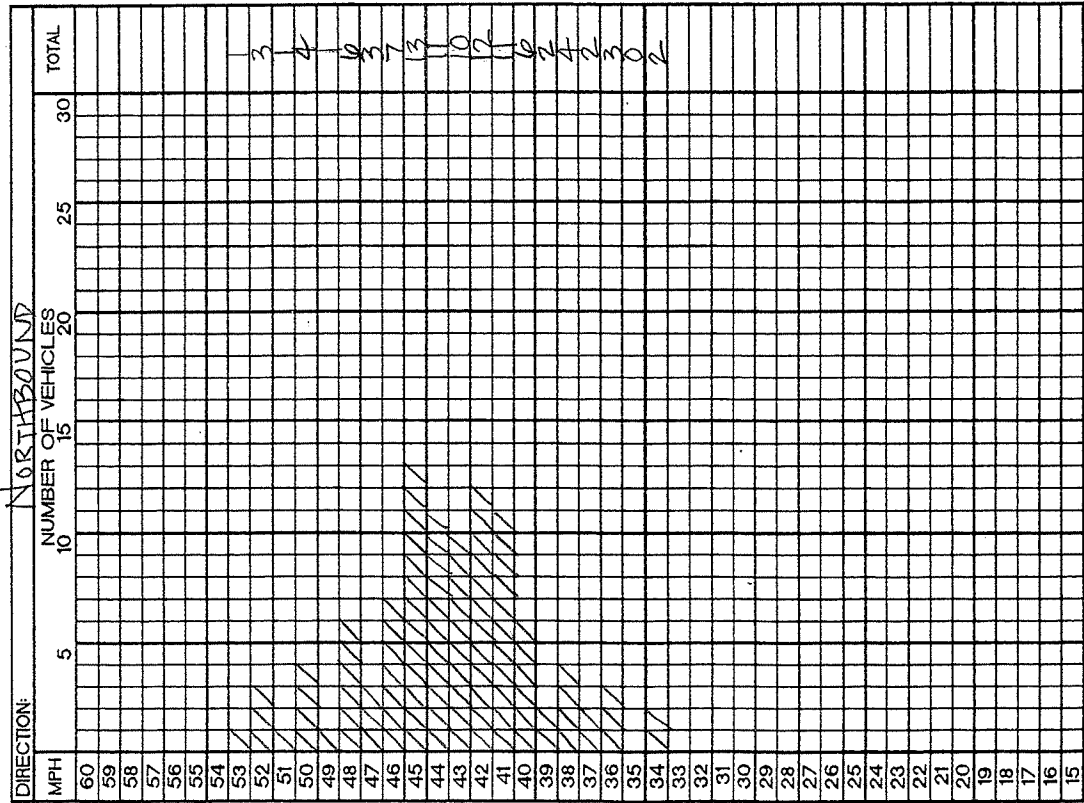
85th PERCENTILE SPEED: 47.2 MPH
 MEDIAN SPEED: 42.8 MPH
 15th PERCENTILE SPEED: 38.7 MPH

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 10521 Villa Road, Suite 125, Irvine, CA 92618
 (949) 261-5452

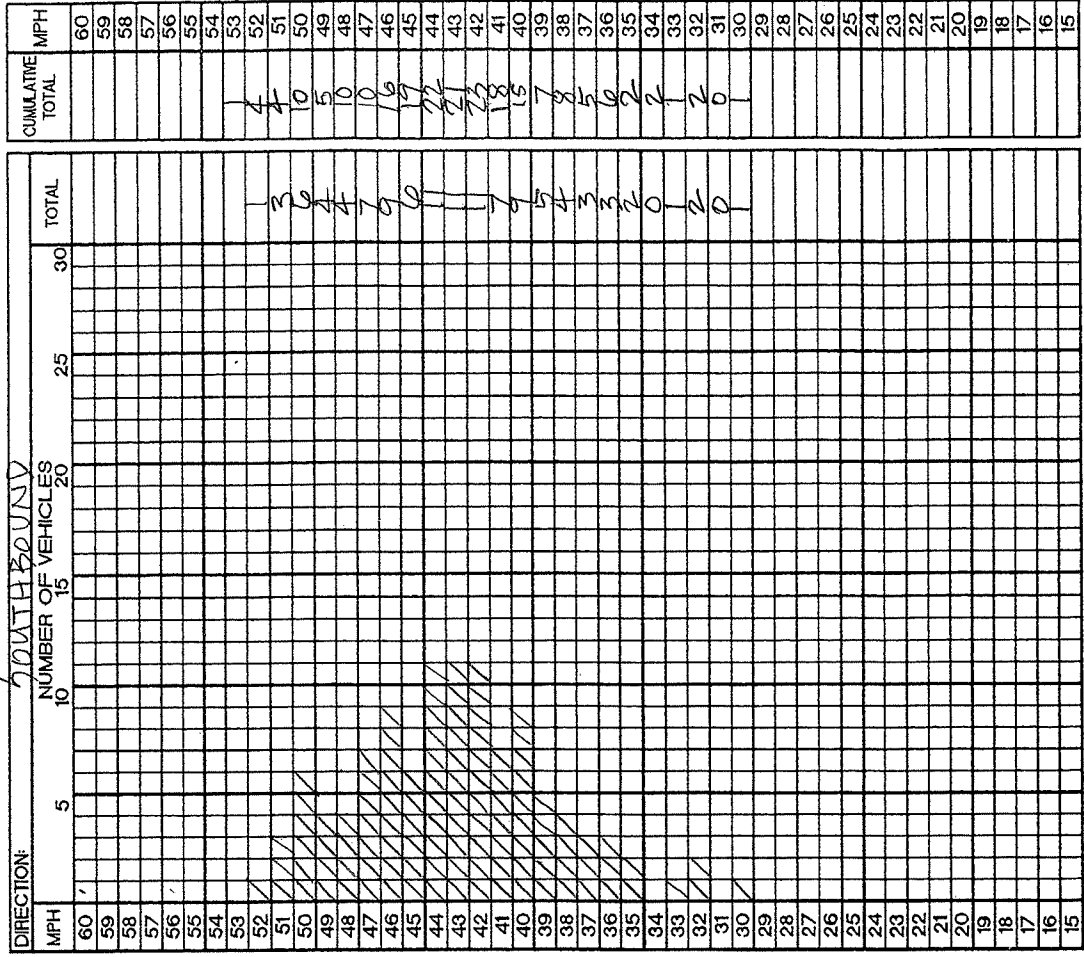
Radar Speed Survey Field Sheet

AGENCY: CITY OF LAGUNA WOODS
 STREET: MOULTON PARKWAY
 LOCATION: EL TORO RD TO CAULE CORTEZ

WEATHER: SUNNY DATE: 08/25/17
 ROAD CONDITION: DRY START TIME: 11:45 AM
 OBSERVER: CATHY BUENDIA END TIME: 12:30 PM VCM



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**MOULTON PARKWAY****CALLE CORTEZ TO SOUTH CITY LIMITS**

DATE: 8/25/2017
 TIME: 11:00 AM - 11:35 AM

SURVEY BY: HCI - C.BUENDIA
 CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	NORTH OF CALLE CORTEZ
DATE OF SURVEY	8/25/2017
85th PERCENTILE	48.4 MPH
10 MPH PACE	40 - 49 MPH
PERCENT IN PACE	77.1 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	2
TOTAL ACCIDENTS	10
ANNUAL ACCIDENT RATE	0.67 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.12 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	31,000
LANE CONFIGURATION	3 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - CALLE CORTEZ / VIA IGLESIA / CALLE ARAGON
CROSSWALKS	AT CALLE CORTEZ / VIA IGLESIA / CALLE ARAGON
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	YES
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	PAINTED BIKE LANES BUS STOPS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.48
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / FEW
STREET LIGHTING	YES
DRIVEWAY DENSITY	NOMINAL
OTHER	RAISED MEDIAN ISLAND NARROW SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / GOLF COURSE / BUSINESS / COMMERCIAL
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	
The recommended speed is within 3.4 mph of the 85th percentile speed and meets CVC standards.	

RADAR SPEED DISTRIBUTION SHEET

HCI **CITY OF LAGUNA WOODS**
MOULTON PARKWAY **CALLE CORTEZ TO SOUTH CITY LIMITS**
 DATE: 8/25/2017 SURVEY BY: HCI - C.BUENDIA
 TIME: 11:00 AM - 11:35 AM CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	99.5%
56					X	99.5%
55					X	99.1%
54					X	98.1%
53					X	97.7%
52					X	95.8%
51					X	93.9%
50					X	92.1%
49					X	87.9% } PACE
48				X	X	82.7% } PACE ---85PCT
47				X	X	76.6% } PACE
46				X	X	69.2% } PACE
45				X	X	60.7% } PACE
44			X	X	X	49.5% } PACE ---MEAN
43			X	X	X	41.6% } PACE
42		X	X	X	X	31.8% } PACE
41		X	X	X	X	22.4% } PACE
40		X	X	X	X	16.4% } PACE
39		X	X	X	X	10.7% ---15PCT
38		X	X	X	X	7.9%
37		X	X	X	X	7.0%
36	X	X	X	X	X	3.3%
35	X	X	X	X	X	2.8%
34	X	X	X	X	X	0.9%
33	X	X	X	X	X	0.5%
32	X	X	X	X	X	0.0%
31	X	X	X	X	X	0.0%
30	X	X	X	X	X	0.0%
29	X	X	X	X	X	0.0%
28	X	X	X	X	X	0.0%
27	X	X	X	X	X	0.0%
26	X	X	X	X	X	0.0%
25	X	X	X	X	X	0.0%
24	X	X	X	X	X	0.0%
23	X	X	X	X	X	0.0%
22	X	X	X	X	X	0.0%
21	X	X	X	X	X	0.0%
20	X	X	X	X	X	0.0%
19	X	X	X	X	X	0.0%
18	X	X	X	X	X	0.0%
17	X	X	X	X	X	0.0%
16	X	X	X	X	X	0.0%
15	X	X	X	X	X	0.0%

UPPER LIMIT 10 MPH PACE: 49 MPH
 LOWER LIMIT 10 MPH PACE: 40 MPH
 PERCENT OVER PACE: 12.1 %
 PERCENT IN PACE: 77.1 %
 PERCENT UNDER PACE: 10.7 %

85th PERCENTILE SPEED: 48.4 MPH
 MEDIAN SPEED: 44.0 MPH
 15th PERCENTILE SPEED: 39.8 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
 Consulting Traffic Engineers
 1531 4th St., Suite 102, San Jose, CA 95131
 (415) 251-5555

AGENCY: CITY OF LAGUNA WOODS DATE: 8/25/17
 STREET: MOUNTAIN PARKWAY ROAD CONDITION: DRY START TIME: 11:00 AM
 LOCATION: CALLE CORTE TO SOUTH CITY LIMITS OBSERVER: CATHY BUENDIA END TIME: 11:35 AM UCL

DIRECTION: <u>SOUTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	CUMULATIVE TOTAL	MPH
MPH	5	10	15	20	30			
60						0	0	
59							0	
58							2	
57							4	
56							4	
55							4	
54							4	
53							4	
52							4	
51							4	
50							4	
49							4	
48							4	
47							4	
46							4	
45							4	
44							4	
43							4	
42							4	
41							4	
40							4	
39							4	
38							4	
37							4	
36							4	
35							4	
34							4	
33							4	
32							4	
31							4	
30							4	
29							4	
28							4	
27							4	
26							4	
25							4	
24							4	
23							4	
22							4	
21							4	
20							4	
19							4	
18							4	
17							4	
16							4	
15							4	

DIRECTION: <u>NORTHBOUND</u>		NUMBER OF VEHICLES				TOTAL	CUMULATIVE TOTAL	MPH
MPH	5	10	15	20	30			
60						0	0	
59							0	
58							0	
57							0	
56							0	
55							0	
54							0	
53							0	
52							0	
51							0	
50							0	
49							0	
48							0	
47							0	
46							0	
45							0	
44							0	
43							0	
42							0	
41							0	
40							0	
39							0	
38							0	
37							0	
36							0	
35							0	
34							0	
33							0	
32							0	
31							0	
30							0	
29							0	
28							0	
27							0	
26							0	
25							0	
24							0	
23							0	
22							0	
21							0	
20							0	
19							0	
18							0	
17							0	
16							0	
15							0	

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY**CITY OF LAGUNA WOODS****HCI****RIDGE ROUTE DRIVE****MOULTON PKWY TO EAST CITY LIMITS**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 1:30 PM - 2:20 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF PERALTA
DATE OF SURVEY	8/28/2017
85th PERCENTILE	47.4 MPH
10 MPH PACE	39 - 48 MPH
PERCENT IN PACE	68.1 %
POSTED SPEED LIMIT	45 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	1
TOTAL ACCIDENTS	2
ANNUAL ACCIDENT RATE	0.33 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.17 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	7,000
LANE CONFIGURATION	1 LANE PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / PERALTA
CROSSWALKS	AT MOULTON / PERALTA
PEDESTRIAN/BICYCLES	YES / YES
TRUCK TRAFFIC	FEW
ON-STREET PARKING	NO STOPPING ANYTIME ENTIRE BLOCK
OTHER	

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.77
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	NONE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / NO (WB) - NO / NO (EB)
STREET LIGHTING	YES
DRIVEWAY DENSITY	NOMINAL
OTHER	SOLID DBL YELLOW CENTERLINE NO SHOULDERS (WB) / DIRT PEDESTRIAN TRAIL-DOG WALK (EB)

ADJACENT LAND USE	RESIDENTIAL (NF) / BUSINESS / COMMERCIAL
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RECOMMENDED SPEED LIMIT	45 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:	The recommended speed is within 2.4 mph of the 85th percentile speed and meets CVC standards.
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RADAR SPEED DISTRIBUTION SHEET

HCI **CITY OF LAGUNA WOODS**
RIDGE ROUTE DRIVE **MOULTON PKWY TO EAST CITY LIMITS**
 DATE: 8/28/2017 SURVEY BY: HCI - C.BUENDIA
 TIME: 1:30 PM - 2:20 PM CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	98.9%
52					X	97.3%
51					X	95.7%
50					X	94.1%
49					X	91.0%
48					X	88.8% } PACE
47					X	81.9% } PACE ---85PCT
46					X	78.2% } PACE
45					X	69.7% } PACE
44					X	61.2% } PACE
43					X	57.4% } PACE
42					X	51.1% } PACE
41					X	43.1% } PACE ---MEAN
40					X	35.1% } PACE
39					X	25.0% } PACE
38					X	20.7%
37					X	14.4% ---15PCT
36					X	10.6%
35					X	10.1%
34					X	6.4%
33					X	3.7%
32					X	3.7%
31					X	1.1%
30					X	1.1%
29					X	1.1%
28					X	0.5%
27					X	0.0%
26					X	0.0%
25					X	0.0%
24					X	0.0%
23					X	0.0%
22					X	0.0%
21					X	0.0%
20					X	0.0%
19					X	0.0%
18					X	0.0%
17					X	0.0%
16					X	0.0%
15					X	0.0%

UPPER LIMIT 10 MPH PACE: 48 MPH
 LOWER LIMIT 10 MPH PACE: 39 MPH
 PERCENT OVER PACE: 11.2 %
 PERCENT IN PACE: 68.1 %
 PERCENT UNDER PACE: 20.7 %

85th PERCENTILE SPEED: 47.4 MPH
 MEDIAN SPEED: 41.9 MPH
 15th PERCENTILE SPEED: 37.1 MPH

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
 17538 Main Road, Suite 102, Irvine, CA 92614
 (949) 251-5400

Radar Speed Survey Field Sheet

ITEM 8.2 - Attachment B

AGENCY: CITY OF LAGUNA WOODS DATE: 08/28/17
 STREET: RIDGE ROUTE DRIVE START TIME: 1:30 PM
 LOCATION: MOULTON PKWY TO EAST CITY LIMITS OBSERVER: CATHY BUENDIA END TIME: 2:20 PM ✓

WEATHER: SUNNY

ROAD CONDITION: DRY

OBSERVER: CATHY BUENDIA

DIRECTION: <u>EAST BOUND</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
45						
44						
43						
42						
41						
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38						
37						
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32						
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28						
27						
26						
25						
24						
23						
22						
21						
20						
19						
18						
17						
16						
15						

DIRECTION: <u>WEST</u>		NUMBER OF VEHICLES				TOTAL
MPH	5	10	15	20	25	30
60						
59						
58						
57						
56						
55						
54						
53						
52						
51						
50						
49						
48						
47						
46						
45						
44						
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32						
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23						
22						
21						
20						
19						
18						
17						
16						
15						

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**SANTA MARIA AVENUE****MOULTON PKWY TO VIA VISTA**

DATE: 8/28/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 2:30 PM - 3:40 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	EAST OF SAN REMO
DATE OF SURVEY	0/28/2017
85th PERCENTILE	43.9 MPH
10 MPH PACE	36 - 45 MPH
PERCENT IN PACE	80.6 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	7
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	7,000
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	SIGNAL - MOULTON / STOP - VIA VISTA
CROSSWALKS	AT MOULTON / VIA VISTA
PEDESTRIAN/BICYCLES	FEW / FEW
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.42
VERTICAL CURVE	SLIGHT-GRADUAL UP/DOWNHILL GRADES
HORIZONTAL CURVE	GRADUAL "S" CURVES
LATERAL VISIBILITY	LIMITED SIGHT DISTANCE (areas of)
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / NO
STREET LIGHTING	YES
DRIVEWAY DENSITY	NONE
OTHER	RAISED MEDIAN ISLAND
	NO SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / COMMERCIAL (at Moulton)
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:

The recommended speed limit is within 3.9 mph of the 85th percentile speed and meets CVC standards.

NF = NON FRONTING TO ROADWAY

File: Santa Maria 2017-10

Note: Santa Maria Avenue has shared jurisdiction with the City of Laguna Hills and speed limit is 40 mph.

RADAR SPEED DISTRIBUTION SHEET

HCI CITY OF LAGUNA WOODS
SANTA MARIA AVENUE

DATE: 0/28/2017

TIME: 2:30 PM - 3:40 PM

MOULTON PKWY TO VIA VISTA

SURVEY BY: HCI - C.BUENDIA

CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60						X 100.0%
59						X 100.0%
58						X 100.0%
57						X 100.0%
56						X 100.0%
55						X 100.0%
54						X 100.0%
53						X 100.0%
52						X 100.0%
51						X 100.0%
50						X 99.4%
49						X 98.8%
48						X 98.8%
47					X	97.0%
46					X	95.2%
45					X	91.5% }PACE
44				X		85.5% }PACE
43				X		80.0% }PACE ---85PCT
42				X		74.5% }PACE
41			X			67.9% }PACE
40			X			61.2% }PACE
39			X			49.1% }PACE ---MEAN
38		X				37.6% }PACE
37		X				28.5% }PACE
36	X					21.8% }PACE
35	X					10.9% ---15PCT
34	X					5.5%
33	X					2.4%
32	X					1.2%
31	X					0.6%
30	X					0.0%
29	X					0.0%
28	X					0.0%
27	X					0.0%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 45 MPH
 LOWER LIMIT 10 MPH PACE: 36 MPH
 PERCENT OVER PACE: 8.5 %
 PERCENT IN PACE: 80.6 %
 PERCENT UNDER PACE: 10.9 %

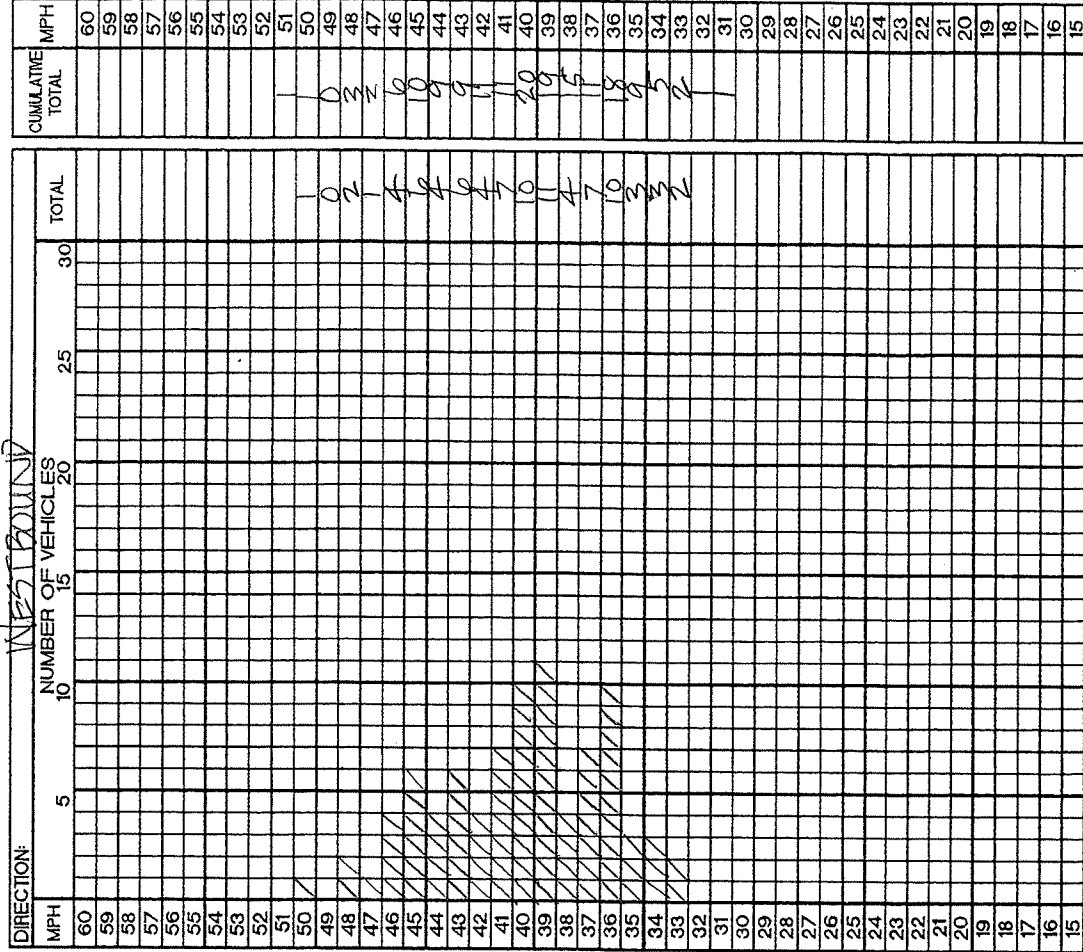
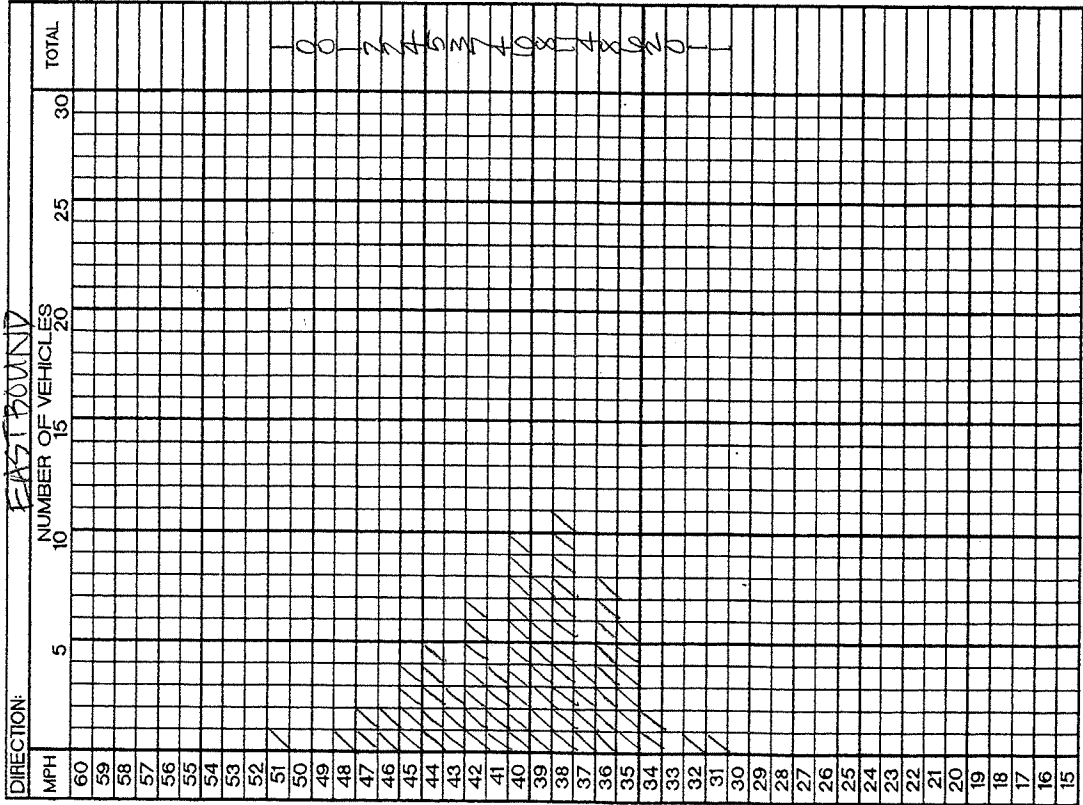
85th PERCENTILE SPEED: 43.9 MPH
 MEDIAN SPEED: 39.1 MPH
 15th PERCENTILE SPEED: 35.4 MPH

Radar Speed Survey Field Sheet

HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
11521 New Blvd, Suite 112, Dallas, TX 75243
(972) 751-5400

AGENCY: CITY OF LAGUNA WOODS
STREET: SANTA MARIA AVENUE
LOCATION: MOUNTAIN PKWY TO VIA VISTA

WEATHER: SUNNY DATE: 08/28/17
ROAD CONDITION: DRY START TIME: 2:30 PM
OBSERVER: CATHY BUENDIA END TIME: 3:40 PM VUL



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

ENGINEERING AND TRAFFIC SURVEY

CITY OF LAGUNA WOODS

HCI**SANTA MARIA AVENUE****SANTA VITTORIA TO AVENIDA SOSIEGA**

DATE: 8/25/2017

SURVEY BY: HCI - C.BUENDIA

TIME: 1:30 PM - 2:30 PM

CHECKED BY: JERRY STOCK

PREVAILING SPEED DATA	
LOCATION OF SURVEY	WEST OF MOULTON
DATE OF SURVEY	8/25/2017
85th PERCENTILE	41.2 MPH
10 MPH PACE	32 - 41 MPH
PERCENT IN PACE	75.0 %
POSTED SPEED LIMIT	40 MPH

ACCIDENT HISTORY	
NO. OF MONTHS OBSERVED	36
SPEED-RELATED ACCIDENTS	0
TOTAL ACCIDENTS	0
ANNUAL ACCIDENT RATE	0.00 ACCIDENTS PER YEAR (SPEED RELATED ONLY)
ACC./MILLION VEH. MILES	0.00 ACCIDENTS PER MVM (SPEED RELATED ONLY)

TRAFFIC FACTORS	
AVERAGE DAILY TRAFFIC	7,000
LANE CONFIGURATION	2 LANES PER DIRECTION
TRAFFIC CONTROLS	STOP - AVENIDA SOSIEGA
CROSSWALKS	AT AVENIDA SOSIEGA
PEDESTRIAN/BICYCLES	FEW / FEW
TRUCK TRAFFIC	NO
ON-STREET PARKING	NO STOPPING ANYTIME
OTHER	NO SHOULDERS

ROADWAY FACTORS	
LENGTH OF SEGMENT (MILES)	0.14
VERTICAL CURVE	SLIGHT UP/DOWNHILL GRADES
HORIZONTAL CURVE	VERY SLIGHT CURVE
LATERAL VISIBILITY	GOOD
ROAD CONDITIONS	GOOD
SIDEWALKS / DRIVEWAYS	YES / NO
STREET LIGHTING	YES
DRIVEWAY DENSITY	NONE
OTHER	RAISED MEDIAN ISLAND NO SHOULDERS

ADJACENT LAND USE	RESIDENTIAL (NF) / ELEMENTARY SCHOOL / COMMERCIAL (at Moulton)
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RECOMMENDED SPEED LIMIT	40 MPH
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SPEED LIMIT CHANGE	NO CHANGE
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JUSTIFICATION:
The recommended 40 mph is within 1.2 mph of the 85th percentile speed and meets CVC standards.

NF = NON FRONTING TO ROADWAY

File: Santa Maria 2017-11

Note: Santa Maria Avenue has shared jurisdiction with the City of Laguna Hills

RADAR SPEED DISTRIBUTION SHEET

HCI **CITY OF LAGUNA WOODS**
SANTA MARIA AVENUE **SANTA VITTORIA TO AVENIDA SOSIEGA**
DATE: 8/25/2017 SURVEY BY: HCI - C.BUENDIA
TIME: 1:30 PM - 2:30 PM CHECKED BY: JERRY STOCK

SPEED	CUMMULATIVE PERCENT					
	20	40	60	80	100	
60					X	100.0%
59					X	100.0%
58					X	100.0%
57					X	100.0%
56					X	100.0%
55					X	100.0%
54					X	100.0%
53					X	100.0%
52					X	100.0%
51					X	100.0%
50					X	100.0%
49					X	99.4%
48					X	99.4%
47					X	98.8%
46					X	98.3%
45					X	95.3%
44					X	92.4%
43					X	90.1%
42					X	89.5%
41				X		83.7% } PACE ---85PCT
40				X		76.7% } PACE
39				X		66.9% } PACE
38			X			61.6% } PACE
37			X			48.8% } PACE ---MEAN
36			X			43.0% } PACE
35			X			38.4% } PACE
34		X				27.3% } PACE
33		X				18.0% } PACE
32		X				15.1% } PACE
31	X					8.7% ---15PCT
30	X					7.0%
29	X					2.9%
28	X					2.3%
27	X					0.6%
26	X					0.0%
25	X					0.0%
24	X					0.0%
23	X					0.0%
22	X					0.0%
21	X					0.0%
20	X					0.0%
19	X					0.0%
18	X					0.0%
17	X					0.0%
16	X					0.0%
15	X					0.0%

UPPER LIMIT 10 MPH PACE: 41 MPH
LOWER LIMIT 10 MPH PACE: 32 MPH
PERCENT OVER PACE: 16.3 %
PERCENT IN PACE: 75.0 %
PERCENT UNDER PACE: 8.7 %

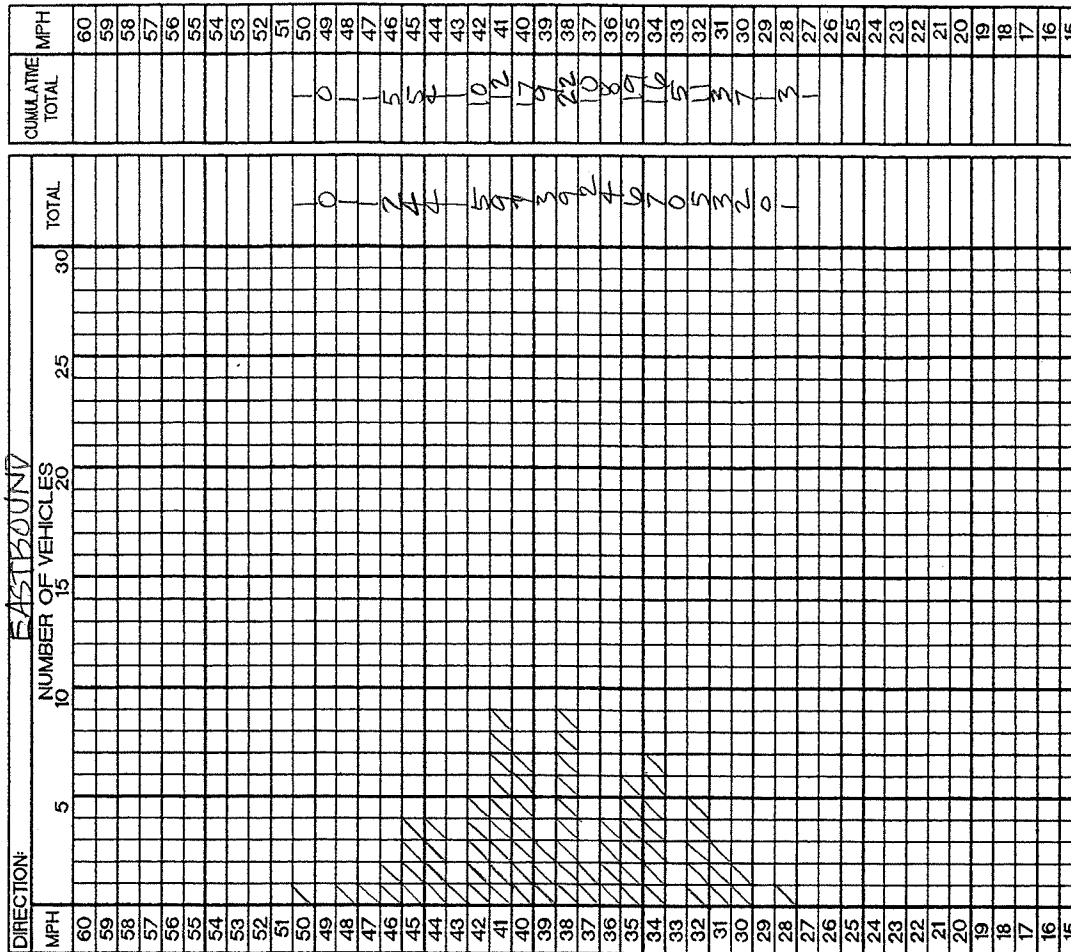
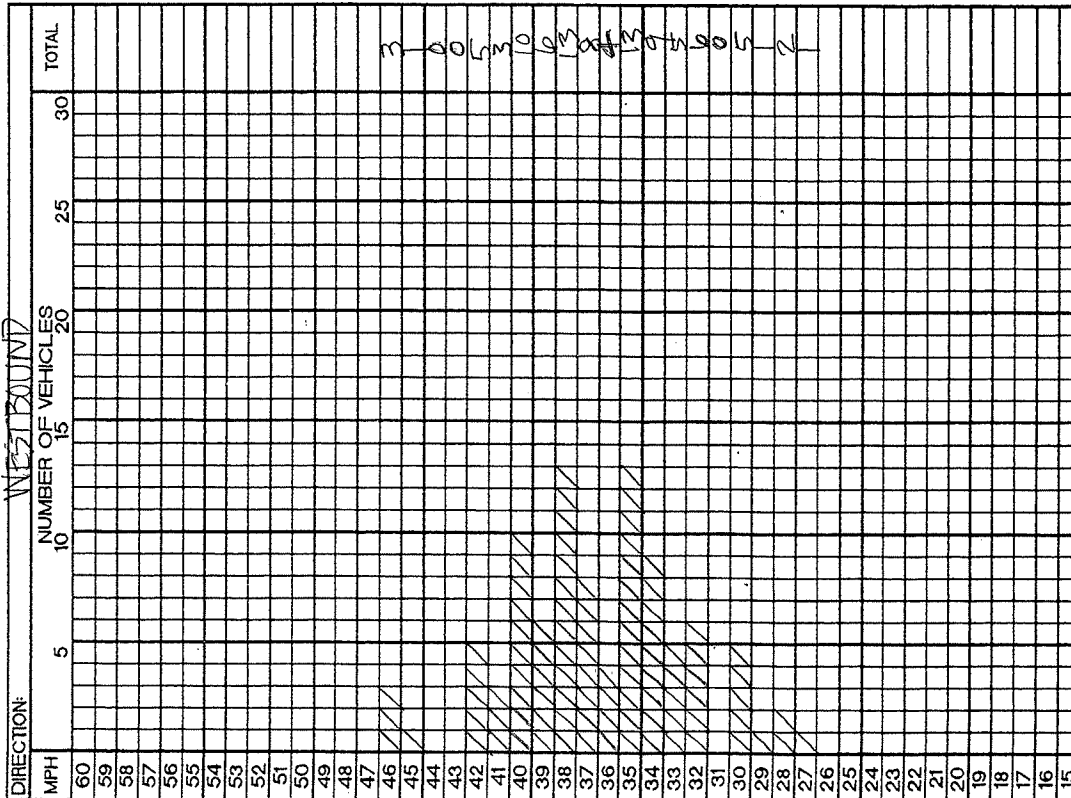
85th PERCENTILE SPEED: 41.2 MPH
MEDIAN SPEED: 37.1 MPH
15th PERCENTILE SPEED: 32.0 MPH

Radar Speed Survey Field Sheet

HARTZOG and CRABILL INC.
 Consulting Traffic Engineers
 17521 New Blvd., Suite 102, Laguna Hills, CA 92653
 (714) 731-5555

AGENCY: CITY OF LAGUNA WOODS
 STREET: SANTA MARIA AVENUE
 LOCATION: SANTA VICTORIA DR. TO AVENIDA SOSIEGA

WEATHER: SUNNY DATE: 8/25/17
 ROAD CONDITION: DRY START TIME: 1:30 PM
 OBSERVER: CATHY BUENDIA END TIME: 2:30 PM ✓ all



AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____
 CUMULATIVE (BOTH DIRECTIONS) _____

AVERAGE SPEED: _____ CRITICAL SPEED: _____ PACE SPEED: _____

APPENDIX B



16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received 11-18-16	Certification Number 71142						
2	DEVICE ID	Manufacturer MPH	Model: K-15	Type (I-IV) III	Directional radar ☐ Yes ☒ No	Same direction ☐ Yes ☒ No			
		Counting unit S/N 12145	Antenna-1 S/N N/A	Antenna-2 S/N N/A					
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N 25560	Last date calib.	Freq. (Hz)	Speed (mph) 35	Measured (Hz) 2525	PASS	FAIL	
		High speed fork S/N	Last date calib.	Freq. (Hz)	Speed (mph)	Measured (Hz)			
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Fork speed (mph) 35	High fork 65		PASS	FAIL	
				Disp. Speed (mph) 35	65				
		Moving mode Opposite Direction	TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) N/A	Displayed. (mph) N/A				
		Moving mode Same Direction	TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) N/A	Displayed. (mph) N/A				
5	§ 2.6.1 / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz 24.160	Antenna 2 Freq. GHz N/A			PASS	FAIL	
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz 24.160	Antenna 2 Freq. GHz N/A					
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz 24.160	Antenna 2 Freq. GHz N/A					
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 5	Antenna 1 Power (mW/cm) .6	Antenna 2 Power (mW/cm) N/A			PASS	FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8V	LVA activates (V) N/A	LVA deactivates (V) N/A			PASS	FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☐ Yes ☐ No B. Functioning audio volume-adjustment control ☒ Yes ☐ No				PASS		FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 32	Test results 32				PASS	FAIL	
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☒ N.A. B. Selects only targets moving away from radar ☐ Yes ☐ No ☒ N.A.				PASS		FAIL	
11	§ 2.12.7 / § 2.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 20	Lo speed disp. 20		PASS	FAIL		
			Hi speed spec. 199	Hi speed disp. 199					
		Moving Mode target channel (mph)	Low speed spec. N/A	Lo speed disp. N/A					
			Hi speed spec. N/A	Hi speed disp. N/A					
		Moving Mode: patrol channel (mph)	Low speed spec. N/A	Lo speed disp. N/A					
			Hi speed spec. N/A	Hi speed disp. N/A					
12	§ 2.13 / § 5.13 RFI TEST	N/A				PASS	FAIL		
13	LABORATORY COMMENTS								
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 ☒ PASS ☐ FAIL							
		Certified by: Ford T. Burman				Date: 11-18-16			
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2 nd Ant. ☐ Remote ☐ Bat. ☐ Carrying Case ☐ Other: (please list)							



16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

1	TEST ID	Date Received <i>11-18-16</i>	Certification Number <i>71143</i>				
2	DEVICE ID	Make: Kustom Electronics	Model: KR-10SP	Type (I-IV) IV	Directional radar ☐ Yes ☒ No	Same direction ☐ Yes ☒ No	
		Counting unit S/N <i>EE 8364</i>	Antenna-1 S/N <i>CC 9108</i>	Antenna-2 S/N			
3	§ 2.4 / § 5.4 TUNING FORK CALIBRATION	Low speed fork S/N <i>6359</i>	Last date calib.	Freq. (Hz)	Speed (mph) <i>35</i>	Measured (Hz) <i>2343</i>	☒ PASS ☐ FAIL
		High speed fork S/N <i>15751</i>	Last date calib.	Freq. (Hz)	Speed (mph) <i>65</i>	Measured (Hz) <i>4732</i>	
4	§ 2.5 / § 5.5 RADAR DEVICE TUNING FORK TESTS	Stationary mode		Lo fork		High fork	
		Fork speed (mph)		35		65	
		Disp. Speed (mph)		35		65	
		Moving mode Opposite Direction		TARGET SPEED (Hi fork - Lo fork)	Expected. (mph) 30	Displayed. (mph) 30	☒ PASS ☐ FAIL
		Moving mode Same Direction		TARGET SPEED Hi fork + Lo fork Ho fork - Lo fork	Expected. (mph) N/A	Displayed. (mph) N/A	
5	§ 2.6.1. / § 5.6.1 TRANSMISSION FREQUENCY STABILITY	Standard supply Voltage (V) 13.6 V	Antenna 1 Freq. GHz <i>24.166</i>	Antenna 2 Freq. GHz		☒ PASS ☐ FAIL	
		Standard supply Voltage - 20% (V) 10.8 V	Antenna 1 Freq. GHz <i>24.166</i>	Antenna 2 Freq. GHz			
		Standard supply voltage + 20% (V) 16.3 V	Antenna 1 Freq. GHz <i>24.166</i>	Antenna 2 Freq. GHz			
6	§ 2.6.5 / § 5.6.5 POWER DENSITY	Mfg. Spec. (max mW/cm) ≤ 5	Antenna 1 Power (mW/cm) <i>0.9</i>	Antenna 2 Power (mW/cm)		☒ PASS ☐ FAIL	
7	§ 2.8 / § 5.8 LOW VOLTAGE	Mfg. spec. (V) ≤ 10.8 V	LVA activates (V) <i>9.9</i>	LVA deactivates (V) <i>10.6</i>		☒ PASS ☐ FAIL	
8	§ 2.9.1 / § 5.9.1 DOPPLER AUDIO	A. Audio tone correlates with received Doppler signal ☐ Yes ☐ No B. Functioning audio volume-adjustment control ☒ Yes ☐ No				☒ PASS ☐ FAIL	
9	§ 2.12.4 / § 5.12.4 INTERNAL CIRCUIT	Mfg. Spec. 32	Test results <i>32</i>				☒ PASS ☐ FAIL
10	§ 2.12.6.5 / § 5.12.6.5 DIRECTIONAL	A. Selects only targets moving towards radar ☐ Yes ☐ No ☒ N.A. B. Selects only targets moving away from radar ☐ Yes ☐ No ☒ N.A.				PASS FAIL	
11	§ 2.12.7 / § 5.12.8 / 5.12.7 / 5.12.8 LOW AND HIGH SPEED DISPLAY TEST	Stationary mode: target channel (mph)	Low speed spec. 15	Lo speed disp. <i>15</i>		☒ PASS ☐ FAIL	
			Hi speed spec. 175	Hi speed disp. <i>175</i>			
		Moving Mode target channel (mph)	Low speed spec. 20	Lo speed disp. <i>20</i>			
			Hi speed spec. 155	Hi speed disp. <i>155</i>			
		Moving Mode: patrol channel (mph)	Low speed spec. 20	Lo speed disp. <i>20</i>			
			Hi speed spec. 80	Hi speed disp. <i>80</i>			
12	§ 2.13 / § 5.13 RFI TEST					☒ PASS ☐ FAIL	
13	LABORATORY COMMENTS						
14	NHTSA/IACP CERTIFICATION	This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802 ☒ PASS ☐ FAIL					
		Certified by: <i>Fred Bauman</i>				Date: <i>11-18-16</i>	
15	INVENTORY	☐ Fork Cert ☐ Manual ☐ 2 nd Ant. ☐ Remote ☐ Bat. ☐ Carrying Case ☐ Other: (please list)					

Radar Certification

Certificate of Completion and Competency DOPPLER RADAR OPERATION	
Name & Title	Cathy Buendia Technician
Department	Transportation
has successfully completed a course of instruction in the operation of Moving Car and Stationary Doppler Radar and is deemed competent to utilize the same Doppler Radar to de- termine the velocity of motor vehicles.	
Date	7/23/91
Instructor	<i>[Signature]</i>
EMM/MPD Subsidiaries of MPD, Inc.	
310 East Ninth Street Owensboro, KY 42301 (502) 605-6200	

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 18, 2017 Regular Meeting
SUBJECT: Local Hazard Mitigation Plan Update

Recommendation

Provide input to staff regarding the Local Hazard Mitigation Plan Update significant work plan item.

Background

The Fiscal Years 2017-19 Budget & Work Plan includes the following significant work plan item:

- **Local Hazard Mitigation Plan Update** – Review and update the City’s local hazard mitigation plan in order to support the City’s long-term strategy to reduce disaster losses. This item will also fulfill requirements of federal law. The planning period for this update is calendar years 2018 through 2022.

The City’s existing Local Hazard Mitigation Plan (“Plan”) was initially adopted by the City Council in 2012 and is approved by FEMA for use through May 26, 2018.

The purpose of the Plan is to form the foundation for the City’s long-term strategy to reduce disaster losses and break the cycle of disaster damage, reconstruction, and repeated damage. Specifically, the Plan:

- Identifies and evaluates local hazards and associated risk;
- Documents the resources available for hazard risk and loss reduction;
- Strategizes to reduce local hazard risk and potential future disaster losses;

- Involves diverse stakeholders in the planning process;
- Provides a mechanism for continual development of the Plan; and
- Increases public awareness and understanding of local hazards.

The Plan fulfills the requirements of Section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act, 42 U.S.C. 5165, as amended by the Disaster Mitigation Act of 2000 (P.L. 106-390), which requires cities to undertake a risk-based approach to reducing risks to natural hazards through mitigation planning. The Plan exceeds those same requirements by also addressing manmade hazards.

44 CFR 201.6 requires cities to have a Federal Emergency Management Agency (“FEMA”)-approved local hazard mitigation plan as a prerequisite for applying for and/or receiving grants from several pre-disaster federal assistance programs.

Discussion

Today’s meeting is an opportunity for the City Council and public to provide input to staff prior to their making recommendations to the City Council regarding the update of the Local Hazard Mitigation Plan (“Plan”). At this point, no decisions have been made regarding those recommendations and, ultimately, City Council action would be required prior to implementing any such recommendations. The City Council will not be asked to take any formal action at today’s meeting.

The following preliminary discussion questions have been formulated based on a review of best practices for local hazard mitigation planning, the City’s experience implementing the existing Plan, plans that the City has adopted subsequent to the adoption of the existing Plan (e.g., the Climate Adaptation Plan), and outreach that staff has conducted with local stakeholder groups. The questions are intended to help start today’s discussion, but in no way limit potential topics or inquiries.

Local Hazards

The existing Plan addresses the following 14 hazard types:

Table 1: Existing Local Hazards Addressed

Airplane Accidents	Landslides
Civil Disturbances	Natural Gas Pipeline Failures
Earthquakes	Public Health Crises
Energy Shortages	Radiological Accidents

Extreme Heat	Terrorism
Floods and Storms	Water Shortages
Hazardous Materials Accidents	Wildfires and Urban Conflagrations

At this point, staff is considering modifying the hazard title “Water Shortages” to read “Drought and Water Shortages,” in the interest of clarity.

- Are there additional hazards that should be addressed in the Plan?

Risk Assessment

The existing Plan includes the following risk assessment categorization matrix:

Table 2: Existing Risk Assessment Categorization Matrix

		Impact		
		High	Medium	Low
Probability	High	Wildfires and Urban Conflagrations Earthquakes	Floods and Storms	
	Medium	Energy Shortages Public Health Crises	Extreme Heat Water Shortages	Hazardous Materials Accidents Landslides
	Low	Radiological Accidents Terrorism		Airplane Accidents Civil Disturbances Natural Gas Pipeline Failures

LEGEND

Probability

- **High** – High probability hazards are thought to be likely to occur as evidenced by continuing conditions that have adversely impacted the City more than once in the past 10 years and/or other compelling evidence.
- **Medium** – Medium probability hazards are thought to have the potential to occur as evidenced by continuing conditions that have adversely impacted the City at least once in recorded history and/or other compelling evidence.
- **Low** – Low probability hazards are thought to be unlikely to occur as evidenced by the absence of continuing conditions that have adversely impacted the City in recorded history and/or other compelling evidence.

Impact

- **High** – High impact hazards are thought to be highly significant or catastrophic in terms of loss of life, personal injury, economic injury, and property damage. They generally affect at least a majority of the City's residents and/or land area.
- **Medium** – Medium impact hazards are thought to be modest in terms of loss of life, personal injury, economic injury, and property damage. They generally affect between 25% and 50% of the City's residents and/or land area.
- **Low** – Low impact hazards are thought to be negligible or minor in terms of loss of life, personal injury, economic injury, and property damage. They generally affect less than 25% of the City's residents and/or land area.

At this point, staff is considering modifying the impact assessment for Energy Shortages from “high” to “medium,” based on the potential for loss of life, personal injury, economic injury, and property damage.

- Should modifications be made to the risk assessment categorization matrix?

Fiscal Impact

Funds to support this project are included in the City's budget.

CITY COUNCIL MEETING SCHEDULE

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City of Laguna Woods Agenda Report

TO: Honorable Mayor and City Councilmembers
FROM: Christopher Macon, City Manager
FOR: October 18, 2017 Regular Meeting
SUBJECT: City Council Meeting Schedule

Recommendation

Approve modifications to the City Council meeting schedule for Fiscal Year 2017-18.

Discussion

Staff is recommending the following changes to the City Council meeting schedule for Fiscal Year 2017-18. Specific proposed scheduling and accompanying notes are included as Attachment A.

- Scheduling of an adjourned regular meeting on December 13, 2017 at 2 p.m. regarding the Comprehensive Annual Financial Report, City Council appointments, and other business

All proposed meetings would occur at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637, unless otherwise noticed.

Fiscal Impact

Sufficient funds to support the proposed City Council meeting schedule are included in the Fiscal Year 2017-18 Budget. Aside from noticing and reproduction expenses, recurring out-of-pocket expenses for City Council meetings are generally limited to \$100 per hour for closed captioning services.

Attachment: A – Proposed City Council Meeting Schedule for Fiscal Year 2017-18

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**CITY OF LAGUNA WOODS
CITY COUNCIL MEETING SCHEDULE
FISCAL YEAR 2017-18**

Updated on XX

MEETING DATE/TIME & TYPE	NOTES
Wednesday, July 19, 2017 at 2 p.m. Regular Meeting	
Wednesday, August 16, 2017 at 2 p.m. Regular Meeting	
Wednesday, September 20, 2017 at 2 p.m. Regular Meeting	
Wednesday, October 18, 2017 at 2 p.m. Regular Meeting	
Wednesday, November 15, 2017 at 2 p.m. Regular Meeting	
Wednesday, December 13, 2017 at 2 p.m. Adjourned Regular Meeting	Comprehensive Annual Financial Report for Fiscal Year 2016-17, City Council appointments, and other business
Wednesday, December 20, 2017 at 2 p.m. Regular Meeting Cancelled	December 20, 2017 regular meeting cancelled
Wednesday, January 17, 2018 at 2 p.m. Regular Meeting	
Wednesday, February 21, 2018 at 2 p.m. Regular Meeting	
Wednesday, March 21, 2018 at 2 p.m. Regular Meeting Cancelled	March 21, 2018 regular meeting cancelled
Wednesday, April 18, 2018 at 2 p.m. Regular Meeting	
Wednesday, April 25, 2018 at 2 p.m. Adjourned Regular Meeting	Budget/work plan workshop and other business
Wednesday, May 16, 2018 at 2 p.m. Regular Meeting	
Wednesday, June 20, 2018 at 2 p.m. Regular Meeting	

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