

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, April 11, 2016, 6:30pm
REDONDO BEACH CITY COUNCIL CHAMBERS
415 DIAMOND STREET

OPENING SESSION

1. CALL MEETING TO ORDER
2. ROLL CALL
3. SALUTE TO THE FLAG

I. APPROVAL OF ORDER OF AGENDA

II. BLUE FOLDER ITEMS

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

III. CONSENT CALENDAR

Business items, except those formally noticed for public hearing, or those pulled for discussion are assigned to the Consent Calendar. The Commission Members may request that any Consent Calendar item(s) be removed, discussed, and acted upon separately. Items removed from the Consent Calendar will be taken up under the "Excluded Consent Calendar" section below. Those items remaining on the Consent Calendar will be approved in one motion following Oral Communications.

4. APPROVAL OF AFFIDAVIT OF POSTING FOR THE HARBOR COMMISSION MEETING OF APRIL 11, 2016

5. APPROVAL OF THE FOLLOWING MINUTES: MARCH 14, 2016

6. APPROVE INDEPENDENT CONTRACTOR AGREEMENT BETWEEN THE CITY OF REDONDO BEACH AND SPORTS CAMP MANAGEMENT, LLC (LICENSEE) FOR SUMMER INSTRUCTIONAL SKATEBOARD CAMP FOR THE TERM OF JUNE 13, 2016 – SEPTEMBER 2, 2016. (FROM PREVIOUS CITY COUNCIL MEETING 3/15/16, ITEM H.5)

IV. EXCLUDED CONSENT CALENDAR ITEMS

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

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

VI. EX PARTE COMMUNICATIONS

VII. PUBLIC HEARINGS

VIII. ITEMS FOR DISCUSSION PRIOR TO ACTION

7. QUARTERLY HARBOR PATROL REPORT

Staff recommendation: Receive and file

8. REPORT ON TECHNOLOGIES TO REGULATE PEDESTRIAN AND BIKE TRAFFIC AT PIER (FROM PREVIOUS CITY COUNCIL MEETING 3/15/16, ITEM H.13, BY TED SEEMAN, PW OR JACK RYDELL, TRAFFIC ENG, ENGINEERING)

Staff recommendation: Receive and file

9. QUARTERLY STRATEGIC PLAN (FROM CITY COUNCIL MEETING ON 3/15/16 – ITEM H.6)

Staff recommendation: Receive and file

10. DIRECTOR'S REPORT

Staff recommendation: Receive and file

IX. ITEMS CONTINUED FROM PREVIOUS AGENDAS

X. MEMBERS ITEMS AND REFERRALS TO STAFF

XI. ADJOURNMENT

The next meeting of the Harbor Commission of the City of Redondo Beach will be a regular meeting to be held May 9, 2016, in the Redondo Beach Council Chambers, 415 Diamond Street, Redondo Beach, California.

It is the intention of the City of Redondo Beach to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting you will need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the City Clerk's Office at (310) 318-0656 at least forty-eight (48) hours prior to the meeting to inform us of your particular needs and to determine if accommodation is feasible. Please advise us at that time if you will need accommodations to attend or participate in meetings on a regular basis.

An Agenda Packet is available at www.redondo.org under the City Clerk. Agenda packets are available at the Redondo Beach Main Library during Library Hours, at the Reference Desk and during City Hall hours in the Office of the City Clerk. Any writings or documents provided to a majority of the Harbor Commission regarding any item on this agenda will be made available for public inspection at the City Clerk's Counter at City Hall located at 415 Diamond Street, Door C, Redondo Beach, CA during normal business hours.

PROOF OF POSTING

I, Holly Short, hereby declare, under penalty of perjury, that I am over the age of 18 years and am employed by the City of Redondo Beach, Harbor Department, and that the following document was posted by me at the following location(s) on the date the time noted below:

Agenda – Redondo Beach Harbor Commission

Regular Meeting of April 11, 2016

Posted on: April 5, 2016 at 11:00 am

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE


Signature

4/5/16
Date

**MINUTES OF THE
REDONDO BEACH HARBOR COMMISSION MEETING
MARCH 14, 2016**

CALL TO ORDER

A regular meeting of the Harbor Commission was called to order by Chairperson Bloss at 6:30 p.m. in the City Council Chambers, 415 Diamond Street, Redondo Beach, California.

ROLL CALL

Commissioners Present: Callahan, D. Jackson, M. Jackson, Keidser, Shaer, Vice-Chairperson Dalton, Chairperson Bloss

Commissioners Absent: None

Officials Present: Joe Hoefgen, City Manager
Aaron Jones, Community Development Director
Laurie Koike, Waterfront/Economic Development Manager
Stephen Proud, Waterfront/Economic Development Director
Mike Witzansky, Assistant City Manager
Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

Commissioner Keidser led the members in the salute to the flag.

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner Keidser, seconded by Commissioner Callahan to approve the order of agenda. Motion unanimously approved.

CONSENT CALENDAR

4. Approval of Affidavit of Posting for the Harbor Commission meeting of March 14, 2016
5. Approval of the following minutes: February 8, 2016
6. Approve Second Amendment to the Agreement for Consulting Services between the City of Redondo Beach and Michelson Laboratories, Inc. for the Water Quality Monitoring and Testing at the Seaside Lagoon

Chairperson Bloss excluded Consent item 5.

Commissioner D. Jackson excluded Consent item 6.

EXCLUDED CONSENT CALENDAR ITEMS

Approval of the Following Minutes: February 8, 2016

Commissioner Bloss corrected paragraph 3 on page 6, replacing *Commissioner Callahan* with *Commissioner Dalton*.

Commissioner Bloss corrected paragraph 4 on page 7 specifying her comment regarding the boat ramp workshop location: "*hopefully besides Anderson Park...the old library, would be an option.*"

Approve Second Amendment to the Agreement for Consulting Services between the City of Redondo Beach and Michelson Laboratories, Inc. for the Water Quality Monitoring and Testing at the Seaside Lagoon

Commissioner D. Jackson referred to page 3 of the report and inquired about the actual amount for which the City is responsible relative to the total funding amount. Director Proud answered that he will research the subject and respond via email.

Chairperson Bloss opened the public comment. There being no speakers, Chairperson Bloss closed the public comment.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser to approve the Consent Calendar with the minutes as corrected. Motion unanimously approved.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

George Ikeda, resident, recalled that last month he spoke about a prior harbor property exchange agreement and he inquired whether the City will default on the loan. He said the Harbor Commission is not doing due diligence. He also said it is the responsibility of the Harbor Commission to address issues such as the deterioration of the waterfront infrastructure and he inquired whether the Commission includes an engineer.

Commissioner Dalton advised he is a systems engineer.

Laura Zahn, resident, said the Tidelands are public trust property with specific uses. She said the Tidelands are not intended for shopping, movie-going, or eating. She said harbor development with high prices will create a high-priced access and lifestyle. She said she has supporting documentation available for those who wish to review.

Sam Elder, resident, requested the members to strongly consider keeping the hoist in the harbor. He said boat ramps are more suitable for boaters with strength and energy. He said it is important to realize the harbor can accommodate hoists as well as ramps and he encouraged serving boaters of all ages and stages by building hoists and ramps.

EX PARTE

None.

PUBLIC HEARINGS

None.

ITEMS FOR DISCUSSION PRIOR TO ACTION

City Manager Presentation on Upcoming City Budget

Highlights from City Manager Hoefgen's presentation include:

- Snapshot of Redondo Beach:
 - New management team includes 6 Department Heads, Assistant City Manager, and City Manager; agreements are in place with all 6 labor groups; recent staff customer service and active shooter training; lots of time and resources going toward the waterfront project; Open Gov program launched.
 - Revenue increases anticipated from 2 significant hotel projects, Shade Hotel project, Northrop Grumman \$50B strike bomber contract; loss of tax revenue due to relocation of Nordstrom and rising PERS rates.
- Slides with Data Available through Open Gov illustrating:
 - Trend of improving economy with increased revenues since FY2010-11.
 - General fund revenues, the largest portion being taxes.
 - Expenditures broken down by department, the largest being public safety which is attributed to 24-hr staffing.
 - Overall expenses, the largest portion being personnel.
 - Harbor Enterprise, Harbor Tidelands, and Harbor Uplands fund revenues and expenses since 2010. Tidelands revenues shown are existing reserves. There is not a lot of variation over the years in the Tidelands and Uplands figures with the exception of the additional revenue in FY 2012-13 from the transport of the cokers. Greater revenue-vs-expenses appears in the Tidelands. The upcoming fiscal year is expected to be comparable to FY 2014-15.
- Budget calendar – strategic plan workshop at the end of March will focus on priorities and objectives, draft budget due to City Council by May 16, budget workshops in June.
- Three steps of the budget process - draft, release, and City Council review.

City Manager Hoefgen invited questions and input from the members.

In response to Commissioner Dalton, City Manager Hoefgen said the coker revenue is available and is designated for Mole B improvements; however it could be reallocated by City Council. He said the funds received in FY2012-13 total \$2.4M and are still in the fund balance.

In response to Chairperson Bloss, City Manager Hoefgen said the higher benefit level for fire and police is a result of the bargaining process whereby police and fire unions have negotiated with State legislators and PERS for earlier retirement and more generous benefits. He said benefits for newer employees are not as generous; however it will take several years to realize a savings. He said recruiting fire safety personnel is not difficult; however recruiting police personnel is more of a challenge Statewide.

In response to Chairperson Bloss regarding a long-term strategy for PERS expenses, City Manager Hoefgen said a separate reserve created in the budget in anticipation of increased rates has close to \$4M. He said last year over \$1M was deposited into the reserve.

In response to Commissioner Dalton regarding the \$10M carryover in Uplands and Tidelands funds, City Manager Hoefgen said the Uplands and Tidelands funds do not go into general funds; and the fund balance remains unless it is spent on an eligible Uplands or Tidelands expense.

In response to Commissioner Shaer, City Manager Hoefgen clarified the fund balance for Uplands is 1.8M and the fund balance for Tidelands is 7.6M.

In response to Commissioner Shaer, City Manager Hoefgen said that department overhead expenses can fluctuate in various situations; however the annual percentages do not vary greatly.

In response to Commissioner Shaer, City Manager Hoefgen estimated approximately \$600-800K lost revenue over the course of a year from the relocation of Nordstrom to Torrance. He did not anticipate an overall deficit due to the fact that other areas are coming in stronger i.e. the 2 new hotels. He said Nordstrom is a factor; however the budget will definitely be in balance.

Commissioner Shaer mentioned the potential waterfront development project and inquired how the City will adjust to the loss of revenue associated with construction, to which City Manager Hoefgen answered it is difficult to say since the budget is adopted 1 year at a time. He looked forward to maximizing revenues from new development at the waterfront and the Galleria. He said the Galleria owners are discussing a project with residential, retail, and hotel uses; and an environmental review is underway.

Chairperson Bloss opened the public comment. There being no speakers, Chairperson Bloss closed the public comment.

Motion by Commissioner Dalton, seconded by Commissioner Callahan to receive and file the report. Motion unanimously approved.

Presentation and Discussion of Boat Ramp Locations within King Harbor

Director Proud recalled the public workshops in February and March and introduced Jon Moore from Noble Consultants to continue dialogue and provide an overview of work thus far.

Mr. Moore explained that the location of the boat launch has been studied extensively and the challenges relate to site control. He said his analysis considers 4 locations which he said are presented for discussion and to receive and file. He clarified the waterfront project and boat launch facility will be

processed separately. He explained his intention to review the siting study beginning with a historical perspective of King Harbor illustrating the challenges. He reviewed the following illustrations and topics:

- King Harbor in 1959 and master plan developed by Victor Gruen and Associates including a launch ramp, 350 parking spaces, and 4 hoists.
- King Harbor in 1963 as-built including a launch ramp at Mole D, which was destroyed by storm.
- Hand launch facility built in the 1970's.
- King Harbor in the 1980's, Coastal Commission determination to build the launch ramp on Mole B later determined too small, dock reconfiguration study review to move the boat hoist from Mole D.
- 1989 siting study after 1988 storm, consultant prepared study proposing 5 boat ramp sites for further consideration, Harbor Commission recommendation to move forward on Seaside Lagoon and Mole B locations, no action taken.
- 1989 Seaside Lagoon plan, 1989 Mole B plan, 2003 Joe's Crab Shack plan, 2006-7 Mole D plan – all plans that never moved forward.
- 2014 Joe's Crab Shack plan from Moffatt and Nichol includes construction of significant breakwater, proposed to move forward in October 2014, City Council directed staff to seek alternative location.
- Since the 1960's, limited space has presented significant challenges to locate a suitable launch ramp in King Harbor. In 1963 prior to development, Basins 1 and 2 would have been optimal sites because of shelter and distance away from boat use patterns. Alternative plans for 1 and 2-lane ramps in the outer harbor were considered in Mole B, C, D, and A.
- Pros and cons of Mole D 1-lane ramp and Mole D 2-lane ramp near Sambas.
- Pros and cons of Mole C 2-lane ramp.
- Pros and cons of Mole C 1-lane ramp.
- Pros and cons of Mole B 1-lane ramp and 2-lane ramp.
- Pros and cons of Mole A 1-lane ramp, Mole A 1-lane & hand launch, Mole A 2-lane ramp, Mole A Access Road Concept.
- Site Comparison Statistics – lot sizes for alternatives relatively small, capacity no more than 40 parking spaces, facilities throughout State i.e. Marina del Rey, Cabrillo, Channel Islands are all sizable facilities that can accommodate and space out components, King Harbor options are not ideal and should be given careful thought.
- Cost considerations – estimate for Mole C is high to account for breakwater construction.

Mr. Moore concluded the siting presents challenges and no alternative stands out as superior. He said the capacity for car trailers is 20-40 depending on the location and all locations would require a management system, on-site staff, and would be closed during extreme weather.

Chairperson Bloss opened the public comment.

In response to Commissioner M. Jackson, Director Proud clarified the meeting is an opportunity for a public presentation and to hear public comments. He said a staff recommendation will be presented at a later meeting.

Assistant City Manager Witzansky also suggested the members may direct staff to conduct research and follow-up work.

Ian Bardin, King Harbor Yacht Club, did not support the Mole A location. He said that area is the entrance for boats coming from docks and into the harbor and is used by many SUPs as well as outriggers for training and practicing. He also said it is the farthest away from Harbor Patrol. He stressed the importance of carefully considering the boat launch location.

Marcy Klein, King Harbor Yacht Club, said the lists of pros and cons seem like opinions and she questioned how they were determined and whether they are personal opinion or based on science. She said since the construction on Herondo Street creating single lanes, traffic is an important issue to consider and she questioned who is addressing it. She also said that rebuilding the roads seems expensive.

Mr. Moore responded the report is a combination of his expertise about wind and waves in the area, subjectivity, and professional opinion. He said the pros and cons are not weighted and are an effort to reflect his conversations with Harbor Patrol and people in the harbor as well as his experience with building a number of launch ramps throughout the State.

Victor Waddell, Portofino resident, said there is 1 access road to the the Portofino. He said Portofino Way is short and has 2 turns into Seaside Lagoon, 2 other driveways leading to Joe's, and a guard station and conference center with a 3rd turn. He said a 4th one could cause a lot of problems. He also noted the frequency of children present in season.

Greg Dickinson said the project is also a traffic project. He questioned the impact when boaters begin feeding back out onto Portofino Way and the likeliness of a backup early and late in the day. He questioned where boats go when waiting for other boats. He said a peak load issue exists when boats return from the open ocean, adding that a number of SUPs tend not to look up causing boaters to throw on their brakes. He mentioned the numerous interdependencies and questioned the appropriateness of any of the proposed locations.

Steve Davis, King Harbor Yacht Club, said there is no good option, and a cost-benefit analysis would be negative. He suggested approaching the Coastal Commission to reconsider the boat ramp requirement. He said having a full-time operator for 20 spaces doesn't make sense.

Bob Cole, King Harbor Yacht Club, expressed concerns about the disruption of membership and safety. He said he has seen 2 people killed on the rocks, and the City would be responsible for giving people access. He suggested a public safety report on the injuries and calls there. He said the waves at the Mole A location would make repairs necessary on a regular basis.

Patrick Chuss, resident, opposed the Mole A location, citing the exposure to winter weather. He said the ramp would be destroyed every year. He also said it would be difficult to turn from Harbor Drive to Yacht Club Way. He raised the issue of the impact on the yacht club.

Dennis Groat, resident, expressed concern about the Mole A location. He said he has not seen a boat ramp located against an outer breakwall and he questioned the requirement for a full-time person at the ramp. He said Mole A is a dangerous location and has liability and access issues. He said direct access off Harbor Drive and the turn at Yacht Club Way are difficult since the cycle track installation. He said the Mole A boat ramp is a minimalist approach and least costly; however it doesn't include roadway costs and is not safe for users.

Motion by Commissioner Keidser to extend Mr. Groat's speaking time.

Mr. Groat said a maximum solution is needed. He said CenterCal is open to expanding the Joe's Crab Shack site south turning basin, and he encouraged staff not to be limited by the current options.

Chris Morris, King Harbor Yacht Club, said that Mole A is used by King Harbor Youth Foundation members for practice; and mixing with power boats is unsafe. He noted a recent storm when waves came over the wall and across the parking lot, which he said illustrates Mole A is not a safe place for a boat ramp. He also referred to a *Los Angeles Times* article with predictions of flooding and drownings from rising sea levels.

Lisa Falk, King Harbor boater, said the parking for G, H, I, and J docks has disappeared, and she questioned how the 80-100 boaters will access their boats. She concurred with the 2 previous speakers.

Nathan Dickinson, boater, said it doesn't make sense to shoehorn the ramp into the area and he questioned the reason for going down this path.

Nathan Donaldson, Portofino management, expressed support for the harbor redevelopment. He said Mole C is the only access into the Portofino Hotel. He said the hotel runs at 90% occupancy and includes a restaurant, conference services, weddings, all which would be affected by bottlenecks. He said the impact of the bike lanes causes bottlenecks at Portofino/Harbor Drive. He said Mole C is not a good option from a business and guest standpoint.

Bob McKenzie, King Harbor Yacht Club, said that every December he helps pull docks out of the water and they are not used for almost 5 months. He noted the 2 hoists at the other end of the harbor and the hand launch which can be utilized.

Eric Hart, Redondo Beach Yacht Club, said Mole A is a dangerous location from a cyclist and traffic standpoint. He said the Chart House complex directly impacts residential. He said turning onto Yacht Club Way is difficult.

Mills Dirheim, boat owner, said the turning radius off Harbor Drive is not safe. He said the Mole A option has long term costs such as dredging. He said the cost of replacing docks should be considered as well as the shut-downs. He said he did not buy a boat hoist slip last year because it is not worth it and he travels to other harbors instead. He preferred the Mole D option. He said possibly a minor alteration to the breakwall would be necessary; however the long term cost is less and access is easier.

Mark Hansen, King Harbor Boaters Advisory Panel, stressed the importance of safety, traffic, and waterside navigation. He said understanding the danger of being on the rocks is critical and an installation there will increase injuries and deaths. He said the south turning basin is safer than Mole A - the busiest part of the harbor. He said Mole A is not easily accessed from the landside. He said Portofino tenants should be considered. He said a nice ramp can be built at the Joe's Crab Shack location. He did not recommend a reservation system.

There being no other speakers, Chairperson Bloss closed public comment.

Commissioner Callahan said that maneuvering her 37' boat on a trailer with a full-sized truck is difficult in the current street configuration.

Mr. Moore acknowledged the facilities are not equipped to handle more than 40' vehicle trailers. He mentioned a concept that was suggested for a control house to regulate traffic.

Commissioner Callahan said that signs with restrictions would be necessary because making right turns is difficult.

Assistant City Manager Witzansky said that all options such as road ingress/egress and cantilever would be explored. He said definitely the Mole A option would require staff or signage support. He said intersection reconfiguration, as well as signal modifications, are under consideration. He said that funding sources for potential options would include the Tidelands fund, Department of Boating and Waterways loans, and other partnerships. He estimated grant application funding would total \$4-6M. He said loans for small options could be financed with Tidelands funds. He answered that the users are expected to be 85% motorized boaters and some could be local residents; however there is a demand beyond Redondo Beach.

In response to Commissioner Shaer, Mr. Moore stated that some operators provide free launch and some charge on a per-launch basis.

Commissioner Shaer mentioned cost analysis, and said for 20-40 parking spaces the cost per car to fund the project is high. He said it seems like a financially challenged idea, and he was not as concerned with the location as with how the financing will affect Redondo Beach. He questioned whether it's the right decision or whether the Tidelands balance could be put to better use benefitting the waterfront and safety.

Assistant City Manager Witzansky pointed out the additional revenue opportunities for concessionaire activities such as fuel docks.

Commissioner Keidser said that boaters would not agree that Mole A is the least congested harbor area and she mentioned the explosion of SUPs, the added moorings, and the kids' sailing activities. She said the hard right turn onto Yacht Club Way is difficult due to the presence of cyclists. Regarding the Mole C location, she said there is room to widen for a turning lane to maintain a sufficient functional boat ramp. She said that tenants there must be respected.

Commissioner Dalton said at least 2 lanes are necessary. He made note of the fact that both hoists have been broken at the same time. He requested a realistic demand analysis, overflow parking plan, and storm data on Mole C vs. Mole A.

Mr. Moore stated the Mole A cost includes the upgrade but nothing for Herondo Street or Harbor Drive. He said the Mole C proposal cost includes one widened turnout lane as shown in the sketch.

Commissioner Dalton recommended including costs for dock damage, dock storage, and purchasing spare parts.

Commissioner D. Jackson said it is difficult to enter and exit businesses on the west side of Harbor Drive since the installation of the 2-way bike path and she said the addition of trailers will create safety issues. She requested more analysis on costs. She posed the question of the turnover for 20-40 spaces if people stay all day and how long it would take to break even.

Commissioner M. Jackson said that none of the alternatives are feasible and he was not convinced of the demand and need for a ramp. He said the Coastal Commission is charged with providing access to beaches; however the project has not been accomplished after 60 years. He suggested not supporting any of the alternatives and approach the Coastal Commission. He presumed that access cannot outweigh public safety.

Chairperson Bloss agreed there are no good options and suggested some of the premises need to be examined with the Coastal Commission. She questioned

whether it would make a difference if Moonstone Park didn't need to be there, and asked about the issue with Harbor Patrol access on Mole B.

Assistant City Manager Witzansky responded that Mole B has not been a viable boat ramp location option because of the potential for Harbor Patrol vehicles to be blocked. He said Harbor Patrol personnel drives to other harbor area locations on a regular basis.

In response to Chairperson Bloss, Director Proud said the boat hoist has a maximum of 20-25 users on a peak day, 10-12 boats per day on an average weekend, and 2-5 on weekdays. He said the average use of the hoist has continued to drop over the years.

Chairperson Bloss questioned why the boat ramp is being proposed when people aren't using the hoist, to which Assistant City Manager Witzansky responded that conversations with Coastal Commission staff have confirmed the absolute requirement for a boat ramp.

Chairperson Bloss suggested returning to the Coastal Commission with the valuable input from the public workshops on the inappropriateness of these sites. She said she would like to explore a hoist location instead of a ramp and propose that to the Coastal Commission. She agreed with the idea of including all costs which she said are important to the discussion. She also inquired what boats would be doing while waiting when they return later in the day.

Assistant City Manager Witzansky said that is the purpose of the queuing area.

Chairperson Bloss stressed the importance of having a process in place whereby a damaged dock or broken hoist would be quickly repaired - within one week.

Commissioner Callahan said the hoist is not well used because it is not user friendly. She said boats that don't return the same day are charged extra, hoist and parking fees are very expensive, and the hoist is weight sensitive.

Commissioner Dalton said the hoist is not user friendly and the hours are limiting. He said that queuing in the water is dangerous and a better alternative is longer docks for people to tie up their boats.

Commissioner Keidser said the Mole B 1989 plan is functional. She said the Mole D location works purely for boating feasibility; however it compromises harbor real estate. She said those 2 options have as many challenges as the other proposed sites and should not be automatically eliminated.

Motion by Commissioner M. Jackson, seconded by Commissioner Keidser, to receive and file the report. Motion unanimously approved.

Director's Report

Director Proud reported the following:

- Upcoming subleases - lease agreement for skate camp on Pad 10, settlement agreement for Cheesecake Factory parking fees.
- Storm surf activity – high surf caused damage to pier braces, Public Works evaluating and seeking bids for repair.
- Drowning in harbor – rescue of 4 individuals who were washed off outer breakwall resulted in 1 fatality.
- Small launch facility – repair complete, anticipate launch will be re-installed at the end of March when weather permits.
- Falcon program – bird abatement contractor in the process of removing pigeons, hawks are flying, next step is to fly falcons.
- Harbor bike path/pedestrian crossing – report to City Council in March, Public Works will present update at April Harbor Commission meeting.
- EIR process – staff continues to prepare responses to comments, final EIR will be presented to Harbor Commission for consideration in May, special meetings may be scheduled.
- Upcoming events - yoga on the pier every Saturday, Easter Egg Hunt, Sunrise Service, Best Buddies bike ride, Springfest.carnival.

In response to Chairperson Bloss who recalled a prior question on the status of the harbor triangle land exchange, Director Proud said he researched the topic and explained that when the triangular portion was built, there was a fee ownership component whereby the smaller triangular piece was purchased by the Tidelands Trust and was going to be repaid; however the loan was forgiven with the elimination of the Redevelopment Agency. He said Trust assets were used to acquire a parcel of land which was used for the Gold's Gym site - not a trust-consistent use. He said a Trust-consistent use i.e. a maritime office, is being sought. He said it is unclear to him why the controversy persists since the issue has been settled that the Tidelands Trust is not going to be repaid. He did not think that ownership is an issue.

Also in response to Chairperson Bloss, Director Proud stated that Manager Koike is attempting to expedite the harbor signage and is working on bids to get the waterside signage separated from the overall City signage program project.

Also in response to Chairperson Bloss, Director Proud said the Harbor Commission bylaws refer to a series of positions, including engineer; however he did not interpret it to be an absolute requirement to fulfill all the disciplines.

In response to Commissioner Keidser, Director Proud said the Shade Hotel project is progressing and a June opening is anticipated.

Director Proud reported that a falconer excursion took place last week and he will notify members of future excursions.

Chairperson Bloss said she observed the falconers and she commented they know birds and are not there to harm pelicans or other birds.

ITEMS CONTINUED FROM PREVIOUS AGENDAS

None.

MEMBERS ITEMS AND REFERRALS TO STAFF

Commissioner Dalton requested information on the boat hoist approval and requirements for hours of operation.

Motion by Commissioner Dalton, seconded by Commissioner Keidser, to adjourn. Motion unanimously approved.

There being no further business to come before the Commission, Chairperson Bloss adjourned the meeting at 10:00 p.m.

Respectfully submitted,

Stephen Proud
Waterfront and Economic
Development Director



Administrative Report

Council Action Date: March 15, 2016

To: MAYOR AND CITY COUNCIL

From: STEPHEN PROUD, WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR

Subject: LICENSE AND INDEPENDENT CONTRACTOR AGREEMENT BETWEEN THE CITY OF REDONDO BEACH AND SPORTS CAMP MANAGEMENT, LLC

RECOMMENDATION

Approve the License and Independent Contractor Agreement between the City of Redondo Beach and Sports Camp Management, LLC (Licensee), and authorize the Mayor to execute the document on behalf of the City.

EXECUTIVE SUMMARY

On February 8, 2013, the City Council ordered the demolition of the two-story octagonal-shaped building on the site known as Parcel 10 after a wind storm created structural defects. On May 21, 2013, the City Council approved a smooth concrete surface and programming for Parcel 10, opting for events over commercial development.

In 2015 the Licensee, which is owned by Body Glove, held its first weekly summer camp on Parcel 10 featuring instruction in skateboarding for ages 5-15. Due to its success, Licensee is requesting to hold its second year of classes in summer 2016. Classes would take place each weekday from June 13 to September 2, with half-day (9am to Noon) and full day (9am to 2pm) sessions. The City's Harbor Uplands Fund will receive 10% of all revenue generated by the classes at this site. In 2015 the City received approximately \$1,000 in revenue based on reported sales.

BACKGROUND

On February 8, 2013, the City Council ordered the demolition of the two-story octagonal-shaped building on the site known as Parcel 10 after a wind storm created structural defects. The building housed commercial uses in the past, including a nightclub, restaurant and fishmarket businesses, and had become a popular location for filming.

On May 21, 2013, the City Council approved a smooth concrete surface and event programming for Parcel 10. Since then, the approximately 6,300 sq. ft. space has

Administrative Report

March 15, 2016

License and Independent Contractor Agreement between
the City of Redondo Beach and Sports Camp Management, LLC
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hosted movie nights, concerts, yoga classes and other events that have activated public spaces and private business in the area.

Licensee, owned by Body Glove, operates many summertime recreational camps for local youth, such as surf, beach, volleyball and skateboard camps. Licensee has requested the use of the Parcel 10 site for a weekly summer camp featuring instruction in skateboarding for ages 5-15.

Skateboard Camps are open to boys and girls, novice to intermediate level and teach skate and safety instruction focusing on basic turns, tricks, and more. Licensee will provide ramps, fun boxes and rails, which are positioned differently each day to offer a variety of courses. Camp activities include team games, obstacle courses, and other fun activities. All participants will be required to wear all necessary safety gear, including helmet and pads. All instructors are not only experienced skateboarders, but are First-Aid & CPR-Certified and enforce strict safety rules.

Classes would take place each weekday from June 13 to September 2, with half-day (9am to Noon) and full day (9am to 2pm) sessions. To address noise concerns, absolutely no skateboarding is to occur prior to 9am and no amplified sound will be allowed. The Licensee, however, will arrive to set-up activities as early as 8am. Licensee may remove materials until as late as 3pm.

The City's Harbor Uplands Fund will receive 10% of all revenue generated by the classes at this site, which is estimated at \$1,000. The City will retain the right to terminate the agreement for any reason.

COORDINATION

The Waterfront and Economic Development Department collaborated with the City Attorney's Office on this transaction. The City Attorney's Office has approved the document as to form.

FISCAL IMPACT

The City's Harbor Uplands Fund will receive 10% of all revenue generated by the classes at this site, which is estimated at \$1,000.

Submitted by:

Approved for forwarding by:

*Stephen Proud, Waterfront & Economic
Development Director*

Joe Hoefgen, City Manager

Administrative Report

March 15, 2016

License and Independent Contractor Agreement between
the City of Redondo Beach and Sports Camp Management, LLC
Page 3

Attachments:

- License and Independent Contractor Agreement between the City of Redondo Beach and Sports Camp Management, LLC

All supporting documentation for **Consent Items**
can be found online at the City's website

www.redondo.org

under the corresponding City Council Meeting

city offices/city clerk/agenda & minutes

City Council Meeting

March 15, 2016

Item H.5



Administrative Report

Council Action Date: March 15, 2016

To: MAYOR AND CITY COUNCIL

From: TED SEMAAN, PUBLIC WORKS DIRECTOR

Subject: USE OF TECHNOLOGY TO BETTER REGULATE PEDESTRIAN AND BICYCLE TRAFFIC AT THE PIER

RECOMMENDATION

Receive and file the following report regarding the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow.

EXECUTIVE SUMMARY

As part of the City's current Strategic Plan, the Public Works Director and the Information Technology Director are directed to explore and recommend to the City Council for consideration the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow. Staff has reviewed existing conditions at the Pier and has also researched the available tools that could assist in enhancing safety. These tools utilize both cutting edge technology as well as proven traditional traffic engineering techniques. Development of a specific modification project is ongoing, with the following potential enhancements currently identified:

- Installation of "WALK BIKES BEYOND THIS POINT" with flashing beacons that are actuated by heavy pedestrian volumes at key conflict points. Outside of the conflict points, cyclists will be allowed to resume riding in order to maintain an appropriate level of bicycle mobility.
- Installation of illuminated (flashing) STOP and warning signs at locations where vehicles cross the bike path and pedestrian pathways.
- Installation of flashing "YIELD TO PED" signs for the bike path at lower volume pedestrian crossings.
- Repaint and install new centerlines, lane lines and pavement markings (including pedestrian crossing ahead markings) for improved bike path guidance.

- Install additional signage, markings and barriers to keep pedestrians on pedestrian facilities instead of the bike path.
- Provide enhanced pedestrians crossing signage and markings.

Staff is preparing conceptual designs for these enhancements for presentation to the appropriate Commissions and then to the City Council. We expect to have the designs ready for review within 6 months.

BACKGROUND

Within the Pier area, there are two Municipal Code Sections that apply to bicycle travel. RMBC Section 4-9.802b states the following:

Prohibited Activities - Bicycles. It is unlawful for any person to ride a bicycle within the area described in this article; provided, however, bicycle riding shall be permitted on any portion of said area designated as a bicycle path.

RBMC Section 12-2.07 also applies to bicycle travel and states the following:

Bicycle and skateboard riding is prohibited on any portion of any pier, wharf, public area, parking structure, or City-owned property where posted, except as may be otherwise provided for in this Code.

Staff reviewed conditions along the bike path and pedestrians pathways generally located between the open-air parking lot at the southerly terminus of Pacific Avenue and the southerly entrance to the Pier (see Attachment 1). Field observations revealed that significant conflict can occur between vehicles, bicycles and pedestrians in the Pier and parking areas. Specific issues observed and potential mitigations include the following.

Conflict During Heavily Congested Periods

There are current signs near the south end of the bike path that require cyclists to walk



their bikes. This restriction applies to cyclists on the bike path between George Freeth Way and just north of the restroom pedestrian crossing. Cyclists can resume riding outside of these limits. These signs are theme-based, decorative and consistent with the overall Pier design. However they also have limited impact to bicyclists regarding the need for care and are



easily lost amongst other signage nearby equipment and site furnishings. This can result in poor yielding compliance when required, frustration on the

part of both cyclists and pedestrians, and an increase in accident potential. During certain periods, additional signs are placed that emphasize the requirement to dismount bicycles.

Bicycle and pedestrian traffic can vary widely on a seasonal, daily and hourly basis. It is also heavily influenced by the weather, which can result in unusually heavy volumes when there are warm temperatures even during traditionally light months. During periods of substantial pedestrian activity, it is necessary to eliminate the conflict by requiring cyclists

to dismount and walk through these areas. However when there is little or no pedestrian conflict, requiring cyclists to dismount will result in little benefit and would have little compliance. Field observation confirmed the lack of compliance from a percentage of cyclists when there was little perceived pedestrian conflict. A more effective approach would be to utilize a combination of clearly



understandable dismount signage combined with flashing beacons that indicate when the requirement is in effect. The flashing beacons could be actuated by passive pedestrian detection, similar to what is utilized at traffic signals, or based on a timer. This actuation would eliminate the need for manual placement of the additional signs. A potential sign design is shown below and a conceptual implementation for southbound riders is illustrated in Attachment 2. A similar approach would be used for northbound riders as well. Outside of the dismount zone, 'RESUME RIDING' signs would be placed to inform cyclists.



Sign with Rapid Rectangular Flashing Beacon Sign with Standard Flashing Beacon

Vehicle Conflict with Pedestrians and Bicyclists

Vehicles cross both the bike path and the parallel pedestrian walkway at the north pier parking structure. There are two crossings: the east crossing provides one-way access for vehicles into this parking area and the west crossing provides for one-way exit from the parking area. Both locations have restricted visibility of cyclists and pedestrians, and would benefit from enhanced traffic controls.

The westerly crossing has a posted stop control for vehicles, supplemented by a faded "STOP" pavement marking. Left-turns are



prohibited due to the vehicle circulation pattern on the other side is one-way from left to right. As shown, the walls to this exit aisle abuts directly against the pedestrian pathway and bike path, limiting visibility. This is especially critical for pedestrians and cyclists

approaching from the east (left). To increase safety, additional enhancements to the traffic control devices at this location would be beneficial. The following identifies some of the devices that are being considered:

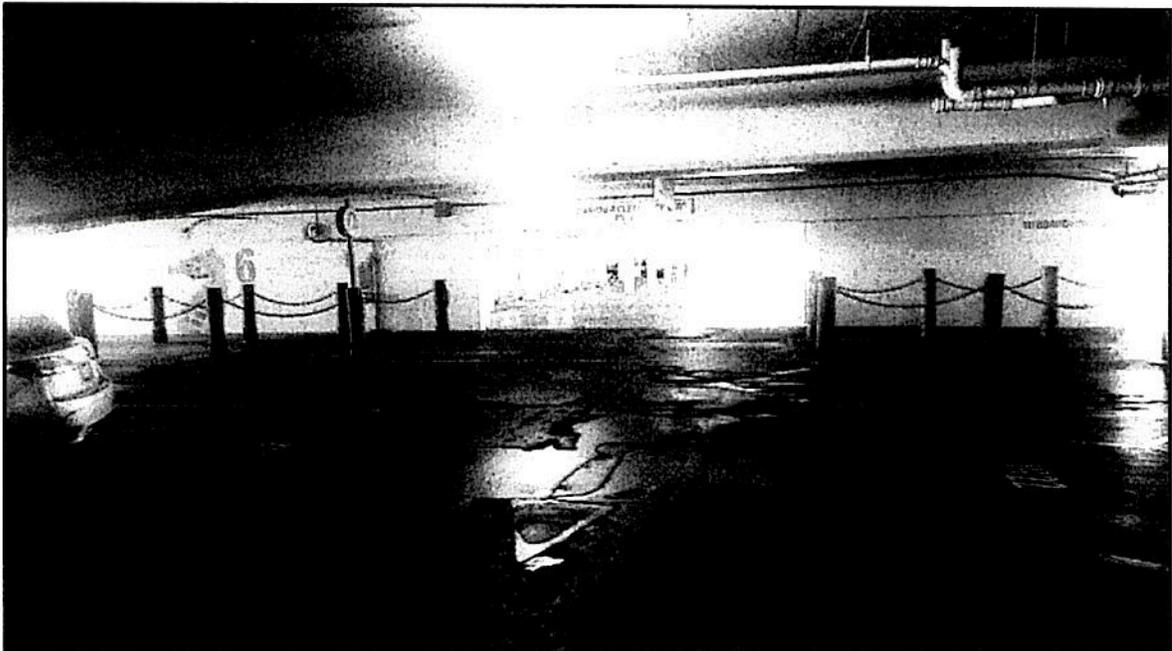
- Utilize a flashing stop sign to increase motorist awareness of the need to stop before continuing across the pedestrian and bike facilities;

- Install additional warning signage to notify motorists of the potential for encountering pedestrians and cyclists, and that they have the right-of-way; and,

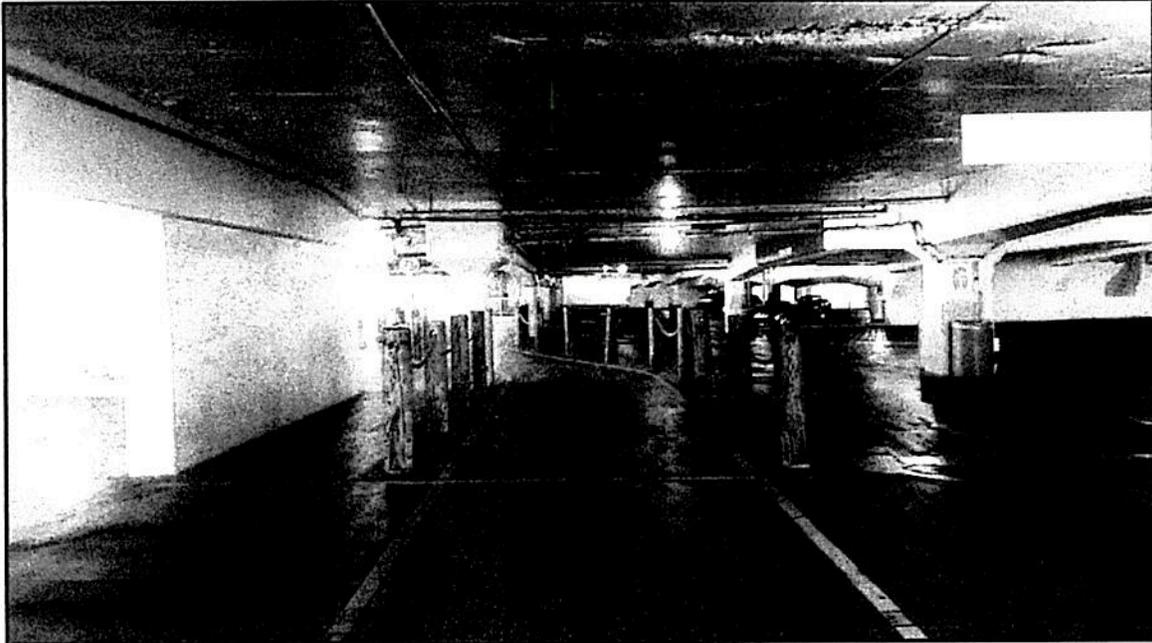


- Repaint the "STOP" marking and install a limit line.

The easterly crossing, which provides vehicle entrance into the north pier parking area, presents a challenge for motorists turning right. They have a clear line-of-sight for cyclists and pedestrians approaching them from the west (front), but it is difficult to observe (and yield) to those approaching from the east (behind them). This location is illustrated below.



This location provides a good opportunity to increase warning signage to better alert motorists of the need to yield before turning, and could utilize detection technology in conjunction with flashing beacons when there are approaching pedestrians and cyclists.



Potential enhancements for the east crossing shown above include the following:

- Install warning signage to notify motorists of the potential for encountering pedestrians and cyclists from the right/rear;
- Utilize flashers with detection of approaching pedestrians and cyclists from the right/rear; and,
- Install bike path markings and pedestrian crosswalk pavement markings.



Pedestrian Crossing Warnings

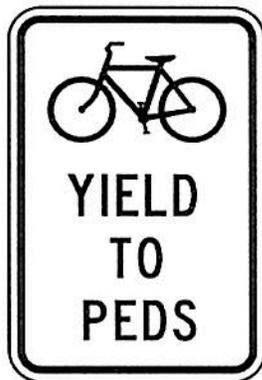
As with the signs instructing cyclists to walk their bikes through certain areas, the "YIELD TO PEDS" signs are also decorative and have the same limited impact to



bicyclists. To address this issue, the following modifications could be implemented:

- Utilize more traditionally designed signs that have greater familiarity;
- Relocate signage to increase the visibility of the pedestrian crossing signs; and,
- Utilize flashers to emphasize the signs.

Potential signs that may be used at marked pedestrian crossings include:

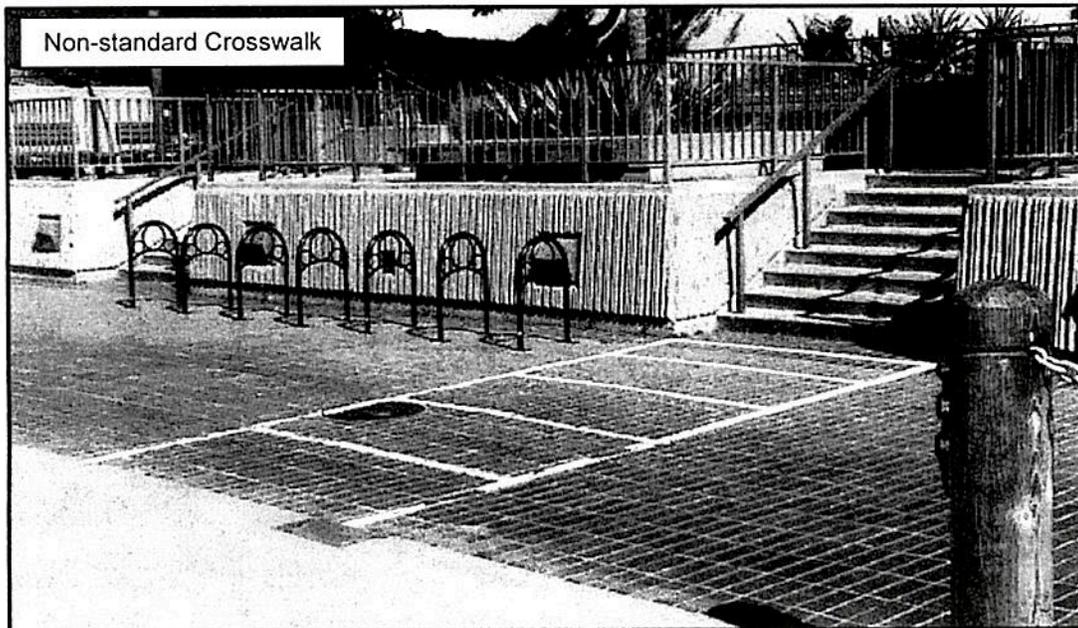


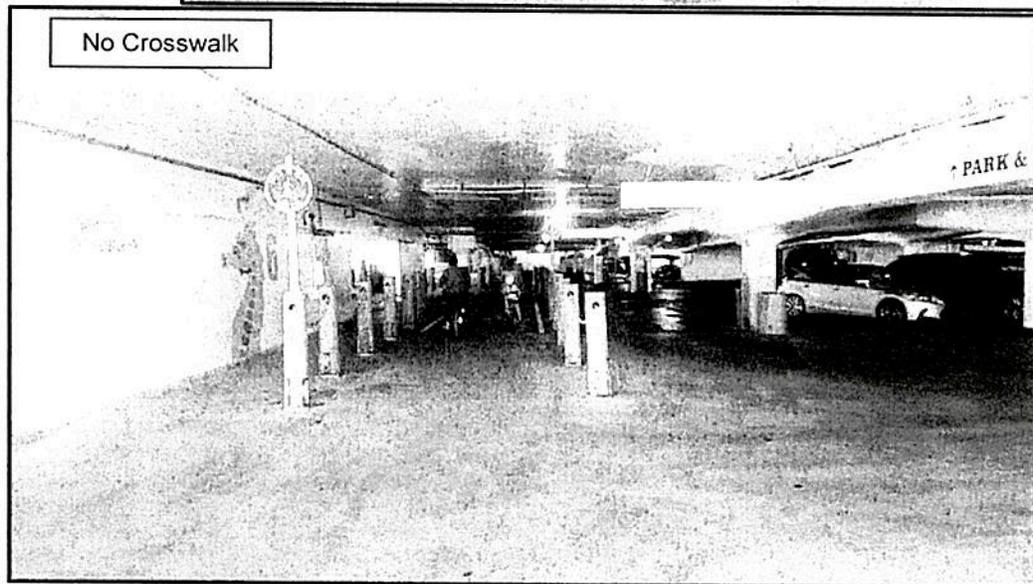
Either sign, or one yet to be considered, can be equipped with a flasher that is either pedestrian actuated or operated with a timer.

Additionally, pedestrian crosswalks vary in their design and locations, and are in many cases faded. Providing consistent crosswalk markings (size, design and location) will help provide better notification for cyclists of where pedestrians may be present. It would also better guide pedestrians to the appropriate crossing locations and would help reduce unexpected pedestrian entrance onto the bike path. This issue can be mitigated by:



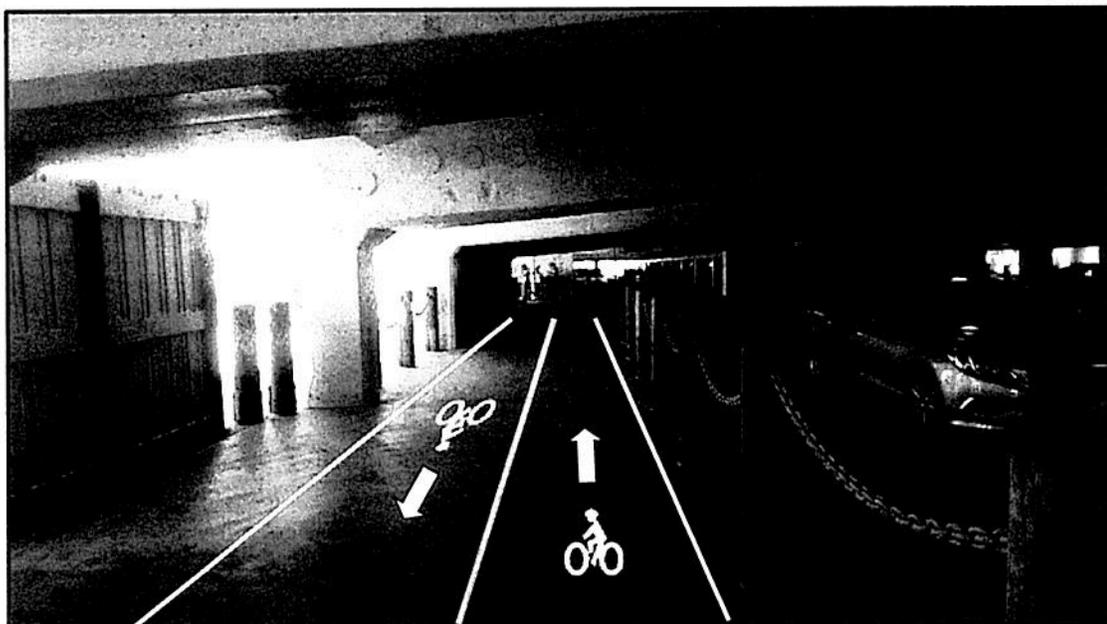
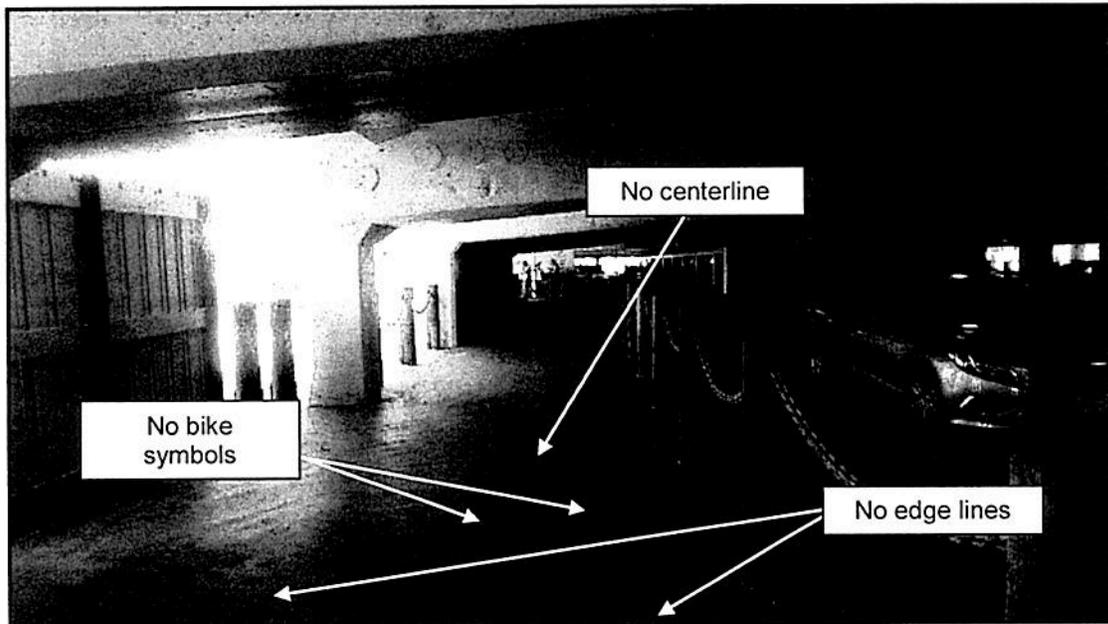
- Locate crosswalks at all locations where it is appropriate for pedestrians to cross the bike path;
- Repaint existing or install new crosswalks in a consistent manner, utilizing a high visibility continental design; and,
- Install pedestrian crossing ahead pavement markings on the bike path in advance of all crosswalks.





Bike Path Markings

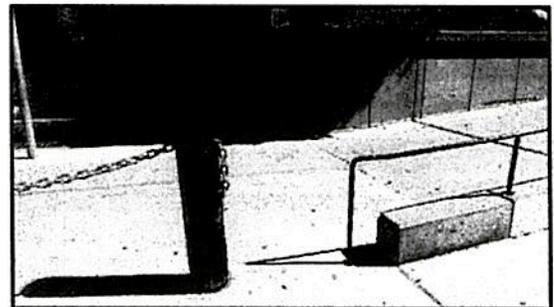
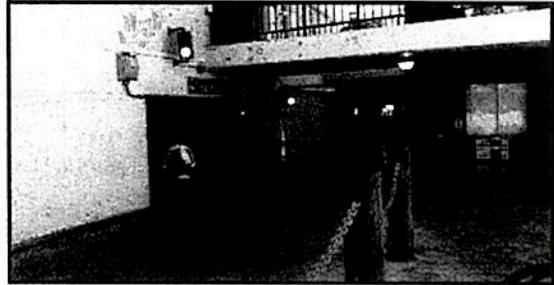
The centerlines striping, edge lines, bike path designation markings and other various markings on the bike path are faded, which reduces the guidance provided to cyclists. The lack of visible bicycle markings also reduces the visual notification to pedestrians that they are on a bicycle-only facility, which increases the undesirable occurrence of pedestrians walking on the bike path. To enhance safety and guidance, it would be beneficial to repaint these markings. In addition, installing additional markings, such as "PED XING AHEAD" in advance of the marked pedestrian crossings would enhance safety at these locations.



Control Pedestrian Access to the Bike Path

The bike path is designed as a bicycle-only facility, while pedestrians have adjacent or nearby facilities that are intended solely for their use as well. When pedestrians travel on the bike path, safety for both users is reduced and frustrations often occur. Due to the tourist nature of the Pier, many pedestrians are unfamiliar with the separate facilities and walk on the bike path due to confusion. This issue can be addressed by the following:

- Install and/or modify the signage and markings that guide pedestrians to facilities appropriate for their use;
- Reduce the width of pedestrian crossing areas to limit the occurrence of pedestrians mistakenly entering the bike path; and,
- Address openings in the existing pedestrian barriers that could be used by pedestrians to mistakenly enter the bike path.



COORDINATION

This report has been coordinated between the Public Works and Information Technology Departments. Plan development will also be coordinated with the Police Department for input and consideration.

FISCAL IMPACT

Staff is preparing conceptual designs for these enhancements for presentation to the appropriate Commissions and then to the City Council. The costs to install the recommended enhancements will be fully developed at that time. Funding to prepare the conceptual design is available in the Public Works Engineering Division operating budget.

Submitted by:
Ted Semaan, Public Works Director

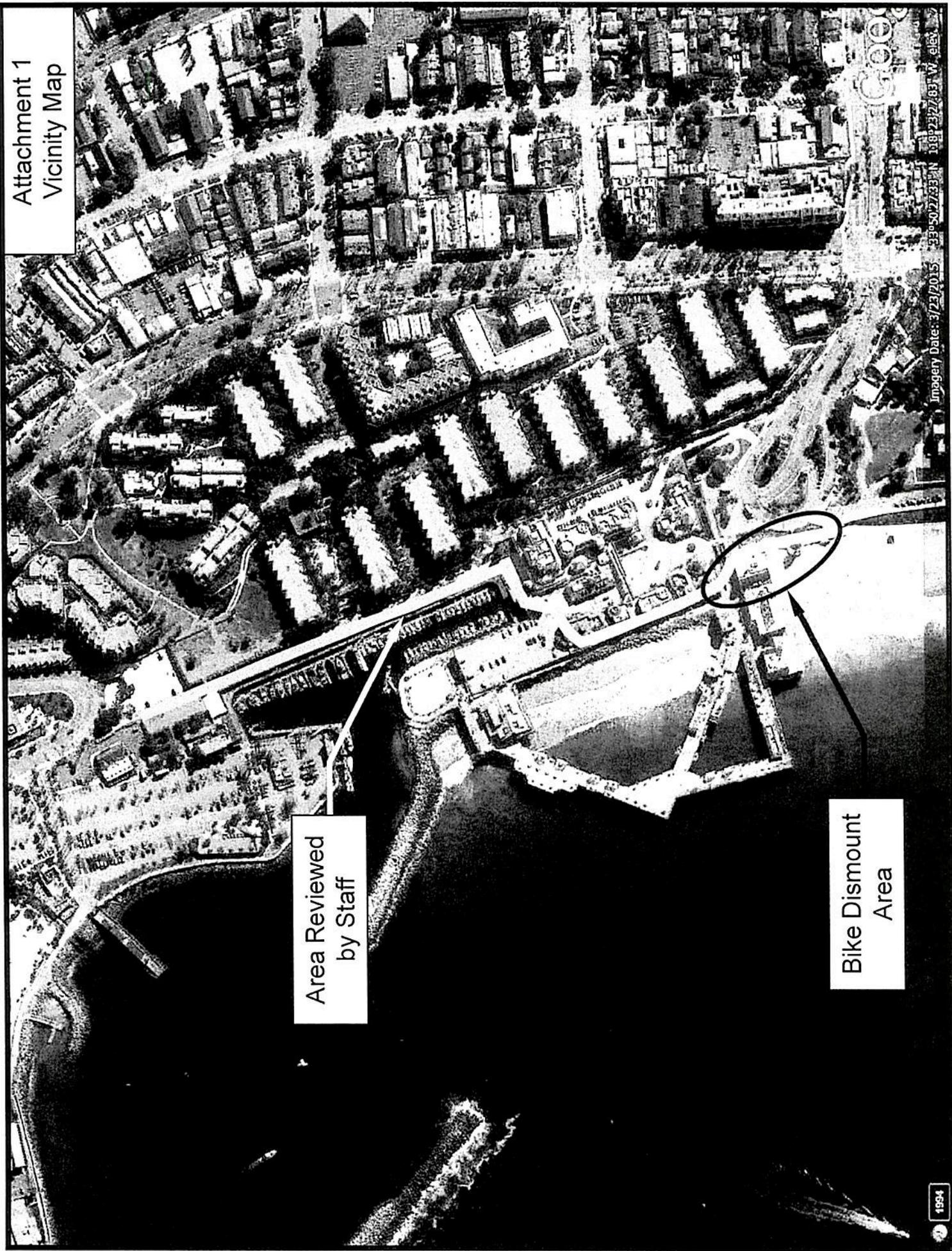
Approved for forwarding by:
Joe Hoefgen, City Manager

jrydell

Attachments:

- Attachment 1 - Vicinity map
- Attachment 2 – Conceptual bike dismount layout

Attachment 1
Vicinity Map

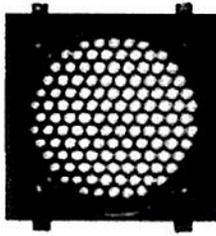
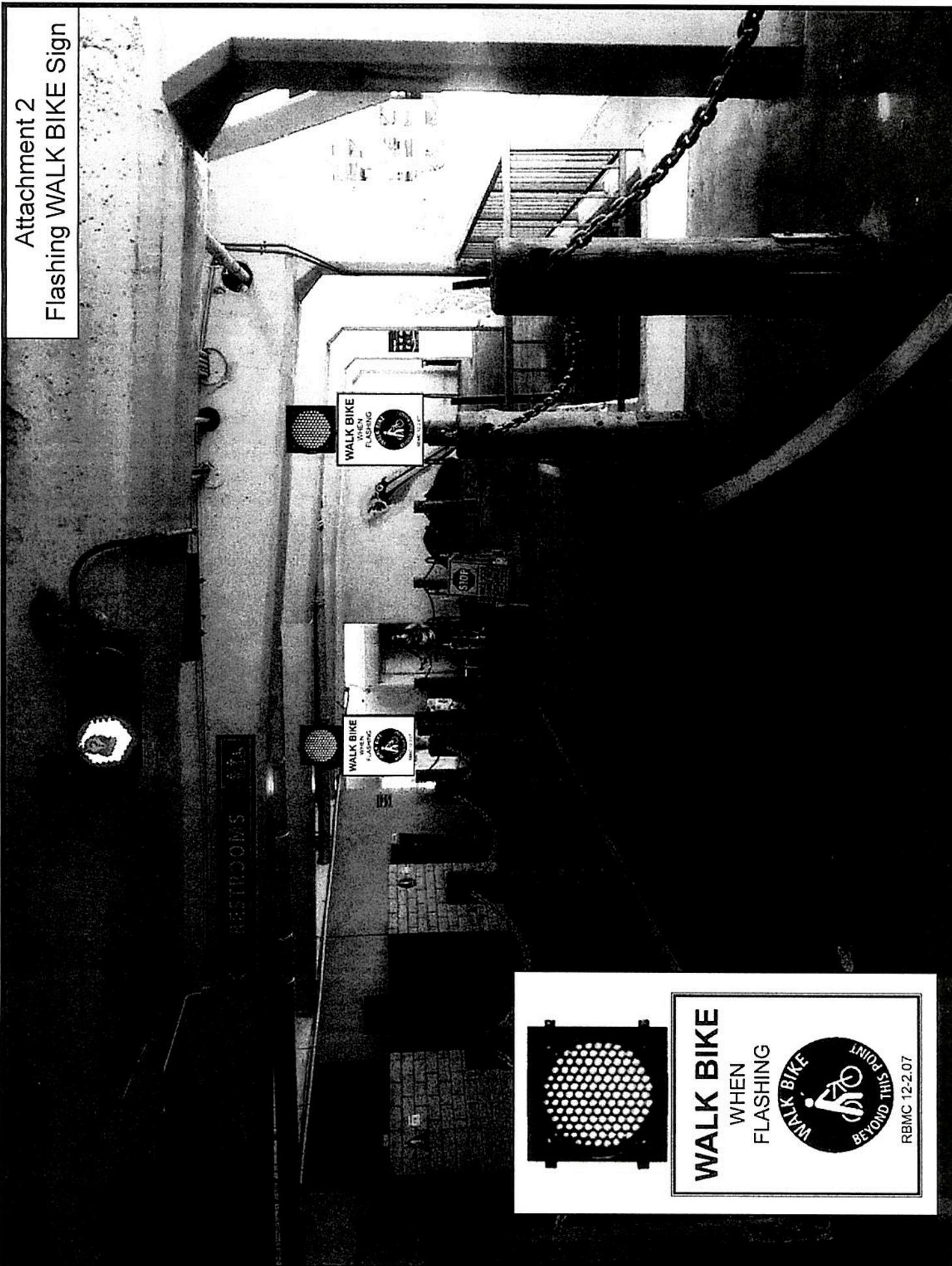


Area Reviewed
by Staff

Bike Dismount
Area

Imagery Date: 3/23/2015 33°50'27.83" N 118°23'27.83" W elev. 7

Attachment 2
Flashing WALK BIKE Sign



WALK BIKE
WHEN
FLASHING



RBMC 12-2.07



Administrative Report

Council Action Date: March 15, 2016

To: MAYOR AND CITY COUNCIL

From: JOE HOEFGEN, CITY MANAGER

Subject: STRATEGIC PLAN UPDATE ON SIX-MONTH OBJECTIVES

RECOMMENDATION

Receive and file the monthly updates to the six-month strategic objectives established at the Strategic Planning Retreat held on October 14, 2015.

EXECUTIVE SUMMARY

On October 14, 2015, the City Council held a Strategic Planning Workshop to establish six-month objectives. The objectives set were adopted by the City Council at the October 14, 2015 Council Meeting. Monthly updates are provided to the Mayor and Council to enable them to monitor the City's progress. This current update is the fourth of the October 14, 2015 Strategic Planning session's six-month objectives. The next Strategic Planning Retreat will be held on March, 29, 2016.

BACKGROUND

The City Council's Strategic Plan directs the development of the City budget, program objectives, and performance measures. The goals provide the basis for improving services, and preserving a high quality of life in the City.

The City began strategic planning in 1998 with the creation of the first three-year strategic plan covering the period of 1998-2001. In October 2001, a second three-year plan was developed for 2001-2004. At the February 25, 2003 retreat, these Core Values were added: Openness and Honesty, Integrity and Ethics, Accountability, Outstanding Customer Service, Teamwork, Excellence, Environmental Responsibility, and Fiscal Responsibility. A third three-year plan was developed in March 2004, covering the period of 2004-2007, and including a vision statement. In September 2007, the fourth three-year plan was developed with new goals and objectives. A fifth three-year plan was developed on March 3, 2010. Finally, the sixth three-year strategic plan was developed on September 12, 2013. The following are the six strategic plan goals for 2013-2016. They are not in priority order:

- Vitalize the waterfront, Artesia Corridor, Riviera Village and North Redondo Beach Industrial complex
- Improve public infrastructure and facilities in an environmentally responsible manner
- Increase organizational effectiveness and efficiency
- Build an economically vital and financially sustainable city
- Maintain a high level of public safety with public engagement
- Review and identify a process for updating the City's General Plan

The City Manager provides monthly updates to the adopted six-month objectives to enable the Mayor and City Council to monitor the City's progress on the Strategic Plan.

COORDINATION

All departments participated in the development of the Strategic Plan and in providing the attached update.

FISCAL IMPACT

The total cost for this activity is included in the Mayor and City Council's portion of the FY 2015-2016 Adopted Annual Budget.

Submitted by:

Joe Hoefgen, City Manager

Attachment:

- Strategic Plan Update - Six-Month Objectives dated March 15, 2016

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 October 14, 2015 – March 15, 2016

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services

THREE-YEAR GOAL: VITALIZE THE WATERFRONT, ARTESIA CORRIDOR, RIVIERA VILLAGE AND NORTH REDONDO INDUSTRIAL COMPLEX						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 15, 2016	ACM and WED Director	Conduct Public Outreach meetings (Feb – March 2016) regarding alternative locations for installation of a new boat ramp including a meeting with Harbor Commission and present the results to the City Council.		X		Meetings are Scheduled for Feb 27th, March 9th and Harbor Commission on March 14th
2. At the March 1, 2016 City Council meeting	WED and PW Director, working with regional agencies	Report on the status of the analysis of sea level rise and its potential impact on the Redondo Beach waterfront.			X	Moved to April 5, 2016 City Council Meeting to complete data collection
3. At the February 16, 2016 City Council Meeting	PW Director	Present to the City Council for review the cost of fully implementing the Riviera Village sidewalk landscaping improvement plan along Catalina Avenue from Palos Verdes Boulevard to Avenue I.	X			
4. At the March 1, 2016 City Council Meeting	CD Director working with WED Director	Present to the City Council for consideration options for further modification of parking requirements Citywide to help encourage economic development.			X	Initial research and option identification completed. Major project workload requires additional time to complete. Rescheduled to April 5, 2016
5. At the November 17, 2015 Council Meeting	City Manager	Agendize a report on the appointment of a Mayor/City Council Subcommittee to work with staff on issues that may arise during the time that AES is marketing the AES site for non-industrial uses.	X			
5.a. FUTURE OBJECTIVE between April 4, 2016 and June 15, 2016	City Manager with the CD Director and City Attorney	City and AES representatives to meet and confer as necessary and discuss implementation of the AES Task Force, its purpose, organization, and membership, and other details relevant to the formation of the AES Task Force prior to a City Council Report on July 5, 2016 for appointment of the Task Force		X		
5.b. FUTURE OBJECTIVE	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the Task Force following the RFP Process.				

5.c. FUTURE OBJECTIVE	Task Force, working with Consultants	Task Force/Consultants present findings and recommendations to the City Council.				
6. FUTURE OBJECTIVE	WED working with CD Director	Explore the feasibility and recommend to the City Council whether or not to create a Storefront Improvement Program in key business areas.				

THREE-YEAR GOAL: IMPROVE PUBLIC INFRASTRUCTURE AND FACILITIES IN AN ENVIRONMENTALLY RESPONSIBLE MANNER

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By the January 19, 2016 City Council meeting	WED Director working with PW Director	Present to the City Council for review the fiscal impact for financing the construction of a replacement pier parking structure and other Harbor Area public infrastructure.	X			
2. By the March 15, 2016 City Council meeting	PW Director	Present to the City Council a report on the status of the Tri-City Aviation Boulevard Bikeability Plan Grant.		X		
3. At the March 1, 2016 City Council meeting	ACIM working with PW Director, Finance Director, Police Chief and Fire Chief	Report on the status of the Major Facilities Repair Fund and the City's long-term major facilities needs list.			X	The report will be presented as part of the Mid-Year Budget Review.
4. At the February 2, 2016 City Council meeting	PW Director	Present to the City Council for consideration a Conceptual Plan for improvement of Anderson Park restrooms and the demolition of the Park's vacant Annex Building.	X			
5. By March 15, 2016	CS Director working with PW, Finance and CD Directors	Review and report to the City Council the City's park and open space inventory and funding sources for acquisition and rehabilitation of parks and open space.		X		

THREE-YEAR GOAL: INCREASE ORGANIZATIONAL EFFECTIVENESS AND EFFICIENCY

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By March 15, 2016	City Attorney, working with the CD Director	Present to the City Council for direction options for the restructuring of the Redondo Beach Sister City Committee as a separate non-profit 501(c)(3) and/or an official city committee or commission.			X	Performing research at this time. Policy option report can be ready by April 20, 2016
2. By March 15, 2016	IT Director working with City Manager, City Attorney and other Department Heads	Report the results to the City Council of a social media pilot project that explores additional methods of public outreach (social media e.g., Facebook, Twitter) through launch of the City's new webpage.		X		Waiting for CA approval of Social Media Pilot Program Guidelines
3. At the January 5, 2016 City Council meeting	PW Director	Review the Administrative Policy and Procedure (APP) regarding purchase and replacement of zero emission vehicles and present the results to the City Council.	X			APP to be updated in the coming weeks
4. By March 15, 2016	PW Director working with IT Director	Explore and recommend to the City Council for consideration the potential use of technology to better regulate pedestrian and bicycle traffic crossing where the beach bike path meets the south end of the pier for improved safety and traffic flow.		X		
5. Prior to March 1, 2016	City Manager, HR Director and all City Departments	Implement a Customer Service Training Program for applicable City employees on a city-wide basis.	X			Training held for City staff from Jan 21st through February 12th, 2016

THREE-YEAR GOAL: BUILD AN ECONOMICALLY VITAL AND FINANCIALLY SUSTAINABLE CITY

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By the January 19, 2016 City Council meeting	WED Director	Research and report to the City Council on the new State tax increment financing law to fund public infrastructure and other projects.	X			
2. By the February 1, 2016 City Council meeting	CD Director working with Finance Director	Present a report to the City Council on current regulation of short-term rental activity and obtain direction, if any, from the City Council.	X			Report was presented to the City Council on March 1, 2016
3. At the March 15 2016 City Council meeting	Finance Director working with HR Director and all involved Departments	As part of the Mid-Year Budget Review, recommend to the City Council for consideration a budget modification to be able to hire or contract with a Grant Specialist to identify and apply for grants and coordinate with departments to facilitate implementation.			X	To be considered as part of the FY 2016-17 Budget Process

THREE-YEAR GOAL: MAINTAIN A HIGH LEVEL OF PUBLIC SAFETY WITH PUBLIC ENGAGEMENT

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By February 16, 2016	PW Director and Police Chief	Develop plans and specifications for security fencing around the police station.			X	Conceptual plans to the City Council on 3-15-16.
2. By March 15, 2016	Police Chief, working with the PW Director and CS Director	Research and present to the City Council for direction options for construction of a canine training facility on an existing unused city parcel.			X	Project delayed due to workload in the Police Department
3. By January 1, 2016	HR Director working with Police and Fire Chiefs	Create hiring and promotional lists to fill all vacancies as they arise within the Fire and Police Departments.	X			Ongoing recruitment process and eligibility lists in place for all PD and FD vacancies
4. At the March 15, 2016 City Council meeting	City Manager working with Fire Chief, ACM and Finance Director	As part of the Mid-Year Budget Review, explore and make a recommendation to the City Council for consideration the possible restoration of two Fire Prevention Inspectors and one Fire Training Officer in the Fire Department.			X	This will be considered as part of the FY-2016-17 Annual Budget process.
5. By March 15, 2016	Police Chief	Increase Neighborhood Watch participation by 30%, and improve assistance from homeowners associations.		X		

THREE-YEAR GOAL: REVIEW AND IDENTIFY A PROCESS FOR UPDATING THE CITY'S GENERAL PLAN

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the February 16, 2016 City Council meeting	CD Director working with ACM and City Manager	Present to the City Council and community a General Plan 101 workshop(s) overview on the General Plan's current status and content including potential amendments to the mixed use zoning section of the municipal code.	X			This objective was combined with objective 2 below and presented on March 1, 2016
2. At the March 1, 2016 City Council meeting	CD Director working with ACM and City Manager	Present to the City Council a budget process and timeline for either a comprehensive or "living" (incremental) update of the General Plan.	X			Completed on March 1, 2016
3. Consider in context of FY 2015-2016 Mid-Year Budget Review	CD Director working with Finance Director, ACM and City Manager	Present to the City Council for action a budget appropriation to conduct a community assessment and engagement process for updating the General Plan.		X		



Administrative Report

Commission Action Date: April 11, 2016

To: MEMBERS OF THE HARBOR COMMISSION

**From: STEPHEN PROUD
WATERFRONT & ECONOMIC DEVELOPMENT DIRECTOR**

Subject: DIRECTOR'S REPORT

RECOMMENDATION

Receive and file a report from the Waterfront & Economic Development Director on current and upcoming waterfront projects and activities.

EXECUTIVE SUMMARY

An oral report will be provided by the Waterfront & Economic Development Director at the Commission meeting on current and upcoming waterfront projects and activities, including but not limited to property management, leasing activity, project updates, events and other information.

COORDINATION

Department staff collaborated on the development of this report.

FISCAL IMPACT

The cost for preparing this report is included within the Waterfront & Economic Development Department's adopted FY2015-16 annual budget and is part of the department's annual work program.

Submitted by:

Stephen Proud
Waterfront and Economic Development Director