

AGENDA
REDONDO BEACH HARBOR COMMISSION
Monday, October 10, 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 OCTOBER 10, 2016

5. APPROVAL OF THE FOLLOWING MINUTES: AUGUST 8, 2016

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

6. Public Hearing to consider a Conditional Use Permit, Coastal Development Permit No 2016-10-CDP-008, and Harbor Commission Design Review for the construction of a public boat launch facility on Mole B, on property located in the Coastal Zone, and more specifically within a Coastal Commercial (CC-4) zone. The City of Redondo Beach is the applicant for the proposed Boat Launch Facilities, and the Redondo Beach Waterfront, LLC is the applicant for other components of the Waterfront Project.

APPLICANT:	City of Redondo Beach
PROPERTY OWNER:	Same as applicant
LOCATION:	Mole B (Moonstone Park, end of Marina Way)
CASE NO.:	2016-10-HC-002
RECOMMENDATION:	Approve with Conditions

VIII. ITEMS FOR DISCUSSION PRIOR TO ACTION

7. HARBOR PATROL QUARTERLY UPDATE

Staff recommendation: Receive and file

8. STRATEGIC PLAN QUARTERLY UPDATE

Staff recommendation: Receive and file

9. DIRECTOR'S REPORT

Staff recommendation: Receive and file

10. HARBOR COMMISSION NOMINATIONS AND ELECTION OF CHAIRPERSON AND VICE-CHAIR

Staff recommendation:

1. The Chairperson opens nominations for positions of Chair and Vice-Chair
2. The Chairperson closes nominations
3. The Chairperson calls for a motion
4. New Officers assume seats

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 November 14, 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

Meeting of October 10, 2016

Posted on: October 6, 2016 at 5:00 pm

Posted at: DOOR "A" BULLETIN BOARD

and CITY CLERK'S OFFICE


Signature


Date

**MINUTES OF THE
REDONDO BEACH HARBOR COMMISSION MEETING
AUGUST 8, 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, Vice-Chairperson Dalton, Chairperson Bloss

Commissioners Absent: Shaer

Officials Present: Aaron Jones, Community Development Director
Stacey Kinsella, Associate Planner
Laurie Koike, Waterfront/Economic Development Manager
Katie Owston, Project Planner
Cheryl Park, Assistant City Attorney
Stephen Proud, Waterfront/Economic Development Director
Sean Scully, Planning Manager
Tyson Sohagi, The Sohagi Law Group
Mike Witzansky, Assistant City Manager
Margareet Wood, Recording Secretary

SALUTE TO THE FLAG

Commissioner D. Jackson led the members in the salute to the flag.

APPROVAL OF ORDER OF AGENDA

Motion by Commissioner M. Jackson, seconded by Commissioner D. Jackson to move agenda item VIII-8 to follow agenda item IX-9. Motion unanimously approved with Commissioner Shaer absent.

BLUE FOLDER ITEMS

Director Proud submitted the following:

- Minutes for July 28, 2016 boat launch meeting
- Staff report attachment 10
- Correspondence received since the staff report was issued
- Photo simulations of project views from Czuleger Park

CONSENT CALENDAR

4. Approval of Affidavit of Posting for the Harbor Commission meeting of 8/8/16
5. Approval of the Following Minutes: July 18, 2016

6. Adopt by Title Only, Resolution No. CC-1608-068 a Resolution of the City Council of the City of Redondo Beach, California, Leasing Certain Property to Foss Maritime Company, a Washington Corporation
7. Discussion and Possible Action to Approve Contract with Walker Parking Consultants/Engineers, Inc., ("Walker") for Construction Documents for Specific Repairs to the Pier Parking Structure in the Amount not to Exceed \$153,720 for the Term of August 3, 2016-November 20, 2017, and Authorize the Mayor to Execute on Behalf of the City

Commissioner D. Jackson excluded Consent item 7.

Motion by Commissioner D. Jackson, seconded by Commissioner M. Jackson to approve Consent items 4-6. Motion unanimously approved with Commissioner Shaer absent.

EXCLUDED CONSENT CALENDAR ITEMS

Discussion and Possible Action to Approve Contract with Walker Parking Consultants/Engineers, Inc., ("Walker") for Construction Documents for Specific Repairs to the Pier Parking Structure in the Amount not to Exceed \$153,720 for the Term of August 3, 2016-November 20, 2017, and Authorize the Mayor to Execute on Behalf of the City

In response to Commissioner D. Jackson, Director Proud said pier maintenance and repair is moving forward. He said a revised assessment report by Walker Parking was conducted in 2015-16 to provide accurate cost estimates. As a follow-up, he said the process of maintenance and repair has begun and improvements needed for 10 years are being identified. He said Walker Parking is to provide the scope, plans, and specifications to support the maintenance and repair as well as conduct the bidding process. He also mentioned rising construction costs.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser to approve Consent item 7. Motion unanimously approved with Commissioner Shaer absent.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

EX PARTE

Commissioner Callahan reported conversations with Mayor Aspel, Commissioner Keidser, Councilmember Emdee, Rescue Our Waterfront members, Mark Hansen, Sean Guthrie, Lanakila members, Tanya Welsh, and various members of the public.

Commissioner M. Jackson reported receiving numerous email requests and a telephone conversation with Mary Anne Guthrie.

Commissioner Dalton reported speaking with Mark Hansen and some boaters. He also said he attended Councilmember Brand's community meeting.

Commissioner Keidser reported speaking with Mark Hansen, yacht club members, Councilmember Brand, Commissioner Callahan, and various members of the public.

Commissioner D. Jackson reported meeting with Rescue Our Waterfront members, Sean Guthrie, Mark Hansen, Councilmember Brand, and Port Royal Yacht Club members.

Chairperson Bloss reported meeting with Rescue Our Waterfront members and conversations with Sean Guthrie and Mark Hansen.

ITEMS CONTINUED FROM PREVIOUS AGENDAS

The Waterfront Project – A Continued Public Hearing Including Consideration of Approval/Certification of a Final Environmental Impact Report and Water Supply Assessment (SCH#2014061071/File No. 2014-04-EIR-001), Facts and Findings, Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program; Conditional Use Permit, Harbor Commission Design Review (Including Sign Review and Landscape/Irrigation Plans), Coastal Development Permit, and Vesting Tentative Tract Map No. 74207, for Approximately 36 Acres of Development in the Redondo Beach Harbor/Pier Area, and Consideration of the Recreation and Park Commission's Recommendation Related to Seaside Lagoon

Motion by Commissioner D. Jackson, seconded by Commissioner Dalton to reconvene the public hearing. Motion unanimously approved with Commissioner Shaer absent.

Director Proud provided the project background.

Director Jones presented and reviewed the following:

- Introduction
- Waterfront revitalization effort

Planner Owston presented and reviewed the following:

- July 18 public hearing summary
- Revised conditions
- Key topics
- Design guidelines
- Shading from parking structure
- Existing artwork
- Recreation for all
- Traffic flow and safety
- Parking reconfiguration

King Harbor Boat Launch Facility

Director Proud presented and reviewed the following:

- Potential site locations
- Site comparison statistics
- Conceptual boat launch facility plan, Mole B alternative plan
- Outrigger lease
- 1990 outrigger operation
- Current outrigger operation
- Next steps

Planner Owston provided the staff recommendation to reconvene the public hearing, receive and file the administrative report, accept additional public testimony, close the public hearing, and adopt the updated resolutions.

Fred Bruning, CenterCal CEO, displayed the project site plan. He said the project fulfills Measure G recommendations and has been reduced in size. He said a model is available for viewing in the CenterCal office. He said the project will increase public space and reduce the amount of asphalt parking.

Jean Paul Wardy, CenterCal president, introduced James Mella from CALLISONRTKL architects who discussed the background and philosophy of the company as well as previous projects.

Rick Philippe from CALLISONRTKL architects presented and reviewed the following:

- Historic design inspiration
- Design goals
- Inspiration - building C
- Inspiration - building D
- Inspiration – building F
- Inspiration – lagoon buildings
- Street inspiration
- Pier inspiration
- Hotel inspiration
- Garage elevations
- Waterfront park and vista corridor

Mr. Bruning described the proposed theater which he said will provide luxury seating and quality food service and will host a variety of events.

Motion by Chairperson Bloss, seconded by Commissioner Callahan to receive and file the staff report. Motion unanimously approved with Commissioner Shaer absent.

Chairperson Bloss said the Commissioners will be invited to discuss and raise issues after which public comment will begin.

Commissioner Callahan appreciated the project model; however she said it should have been provided sooner and in a location closer than El Segundo. She expressed concern with the elimination of the pier sail artwork. She said the only way in and out of the area is PCH and she questioned the parking mitigation and trip data as presented. She did not like building C. She said City Council has requested a public meeting on the Mole B boat ramp site. She found as many pros as cons with the project and said everyone must sacrifice. She said the future process will include City Council and Coastal Commission review as well as potential lawsuits and initiatives. She said cost is cited as the reason for not acquiring the Joe's Crab Shack site for the boat ramp and wondered about a potential link with 72K sq. ft. referenced in Measure G. She pointed out the Harbor Commission roles and duties to hold hearings and recommend/advise Council. She said insufficient time was allowed for reading the extensive information.

In response to Commissioner D. Jackson, Mr. Philippe said the design is very open and the intention is for people to move through it as an indoor/outdoor experience. He said the intent is for the pier buildings to have windows that are not fixed and can be thrown open.

In response to Commissioner D. Jackson, Assistant City Manager Witzansky said the Seaside Lagoon water cooling process will begin to wind down in 2018; however he said most of the water is brought in from the harbor now. He said the bigger concern is the water quality regulations. He also answered that the security plan will be managed by the Waterfront, Police, and Fire departments.

Commissioner D. Jackson referred to condition 22 and proposed additional requirements to salvage the pier sails if possible and to relocate the Meistrell and Freeth statues.

In response to Commissioner D. Jackson, Director Jones confirmed the sportfishing pier and wooden portion of the pier qualify as potential historic resources and bringing them before the Preservation Commission prior to demolition is appropriate.

Commissioner D. Jackson referred to condition 25-g and clarified the documentation package should be submitted to the Preservation Commission rather than the Historical Commission with copies distributed to the Historical Society rather than the Historical Society Museum. She also referred to condition 25-i and clarified the plans should be submitted to the Preservation Commission rather than the Historical Commission.

In response to Commissioner D. Jackson, Assistant City Manager Witzansky said the maintenance plan will be subject to lease negotiations and can be presented to the Harbor Commission for review. He also said construction phasing is dictated by site control.

Director Proud said the project has been contemplated in 2 general phases beginning with the north where businesses will be relocated. In phase 2, he said southern tenants can relocate into properties built in the north.

Assistant City Manager Witzansky said the phasing will be subject to construction times and lease negotiations with CenterCal and the lessees. He said ingress and egress will be managed to keep businesses open as much as possible.

Commissioner D. Jackson recommended a general condition to minimize impact.

In response to Commissioner M. Jackson regarding interim locations for businesses, Director Proud said assistance will be given; however it will be part of lease negotiations.

In response to Commissioner D. Jackson, Mr. Wardy said reducing the number of screens from 6 to 3 would probably make the theater non-viable.

Chairperson Bloss recalled a previous project where a theater was not supported. She understood the economic drive of a theater and suggested being creative and making it special in terms of content rather than amenities. She mentioned presentations like those at the Pasadena Playhouse and Dorothy Chandler Pavillion.

Commissioner D. Jackson questioned whether a decision should be postponed until the City Council reviews the Mole B option.

Assistant City Manager Witzansky did not expect to learn anything new from another meeting. He said concerns can be articulated and conditioned and also the boat ramp plans and specifications will come back to the Commission.

Commissioner M. Jackson appreciated the project model, adding it would have been helpful 1.5 years ago. He questioned the exact height of building A on page 135, which he believed to be 69'.

Director Jones explained the beginning grade is +16 so the actual height is 53'.

Commissioner M. Jackson explained he is concerned with visuals; and walking south on Harbor Drive, with increased shading, it feels like walking through a tunnel. He inquired how the other Commissioners felt about the light. He suggested going underground or moving parking spaces to lot C or elsewhere to avoid going that high.

Assistant City Manager Witzansky said the geotechnical condition of the soil presents challenges to building underground and also it is not feasible from a financial perspective.

Director Jones said the height of the building in question is 44'5" compared to the Crowne Plaza across the street which is over 60'. He said staff did work with different parking designs.

Commissioner M. Jackson anticipated operations and maintenance issues with the bridge and suggested building a single overhead pedestrian bridge and redirecting sailboats to basins 1 and 2.

Assistant City Manager Witzansky said the Coast Guard will also weigh in on the bridge component.

Commissioner M. Jackson stressed the importance of the marine mammal protection program during construction and at Seaside Lagoon. He said it is important to have the lagoon opening large enough to accommodate the new mixed uses i.e. paddleboards, kayaks, and other water activities and to conduct monthly water testing during the summer and quarterly during winter. He said the security plan is a definite priority. He questioned how the Redondo Landing design will be incorporated into the project. He said the dingy dock should be included at the entrance of basin 3. Regarding condition 25-n, he said the duration for reviewing sea level rise should be more often than 10 years.

Commissioner Keidser expressed concern that insufficient time has been allowed for Commissioners to review materials necessary for approval. She expressed concern about the project density and size; the reduction of usable water and sand area for Seaside Lagoon which will be open to paddlers, swimmers, and kayaks; the tidal effect on Seaside Lagoon; reduction of views from Czuleger Park; and the viability and compliance with the intent and spirit of Measure G. She requested to have those issues addressed.

In response to Commissioner Keidser, Assistant City Manager Witzansky clarified there is no swimming in the harbor outside Seaside Lagoon.

Director Jones said the view analysis in the EIR considers the Coastal Commission requirements. He referred to the view analysis provided including points for the upper, middle and lowest end of Czuleger Park and concluded that views are being properly analyzed. He said the market hall view is peripheral to the primary view which is straight out to the ocean. He also noted the existing structures which are currently obstructing views and will be removed in the project. He displayed 3 photos which he said depict a partial view loss and a partial view gain. He said staff concludes no significant view impact.

In response to Commissioner Keidser, Director Jones confirmed reconstruction of the sportfishing pier has become part of the project.

Tyson Sohagi from Sohagi Law Group said the resolution can be modified accordingly.

Commissioner Keidser recalled a prior request that any reduction/elimination of the mammal barge come to the Harbor Commission for approval and she requested to include language to that effect.

Commissioner Keidser expressed concern with the final EIR which she said vastly underestimates the traffic problems from the project, adding that Herondo Street, Hermosa Avenue, and Beryl Street are congested even on non-holiday weekends. She also said the EIR doesn't address the future development of AES and Joe's Crab Shack.

Director Jones said the mitigation measures identified have been tested, validated, and fully mitigate the effects of additional traffic. He noted 2 lanes of travel across PCH and right turn lanes on Beryl Street and Torrance Boulevard.

Commissioner Keidser said the traffic is already congested, the mitigation for the cycle traffic has not helped, and she did not see how the additional traffic can possibly be accommodated.

Commissioner Keidser said the DEIR does not include the Mole B boat ramp location and she questioned how a location can be chosen when an upcoming workshop is being discussed. She expressed concern about safety of the Mole B location and traffic from the waterside and landside. She said Mole D is the obvious choice from a boating perspective and ingress and egress. She questioned whether all impacts are being considered and said it seems as though commercial activities are being prioritized over safety. She said mast-up boats will not use the basin 3 location near the drawbridge.

Commissioner Dalton requested a condition for additional parking. He said the outriggers should not be displaced; however their activities have significantly increased and they must cooperate with staff. He said the hoist may be a safer way to launch outriggers and he wasn't opposed to giving keys to the club members. He said the public launch facility has been neglected for over 50 years. He recommended 30 additional boating spaces 46' long for boats with trailers and 30 additional single-car spaces for hand launch and outriggers at a satellite location. He said the design should accommodate water access first and staff would be responsible for managing the shared parking. To clarify, he said that when utilizing shared parking with trailers and cars, trailer parking has priority over other cars.

Commissioner Dalton referred to condition 27-n, COA Rec-1 and recommended adding a requirement for Harbor Commission review if the hoist is interrupted for 6 months or more.

Assistant City Manager Witzansky raised the issue of project impact and suggested a condition requiring that the construction of the boat launch/ramp facility would commence within 6 months of the beginning of the north phase of development.

Commissioner Dalton agreed.

Commissioner Dalton requested to change the hours in condition 36 to prohibit outdoor amplified music before 6 pm on weekdays and 2 pm on Friday, Saturday, and Sunday unless otherwise approved by the Waterfront Department. He also suggested changing the standard hours of operation to end at 1 am.

Chairperson Bloss commented that several of the pier businesses don't have set hours of operation.

Commissioner Callahan believed that closing down at 1 am will restrict business.

Commissioner Dalton retracted the change to operational hours.

In response to Chairperson Bloss, Director Jones said the reference to recreation facilities relates to Seaside Lagoon.

Assistant City Manager Witzansky said a community center is another example.

Chairperson Bloss proposed to limit the hours of operation for recreation facilities to 12 am, to which the Commissioners agreed.

Commissioner Dalton referred to condition 46 and added the word *unloading* to the restriction on trucks idling engines or running refrigeration equipment.

Commissioner Dalton said condition 22 is not clear and should include the words *if not feasible, they (Ocean Steps Mosaics) shall be replaced*.

Chairperson Bloss corrected the dates on page 8, Section 2 and page 9, Section 4-3 to August 8, 2016.

Assistant City Manager Witzansky said the date on page 9 references the date of submittal, which is correct.

In response to Chairperson Bloss regarding the marine mammal observer, Planner Owston said the qualifications for the observer are specified and that

person would know when observation is necessary. She also said the observer's presence is required anytime pile driving is initiated.

Chairperson Bloss was pleased to see that all traffic mitigations are set to be in place prior to issuance of the certificate of occupancy. She pointed out that Palos Verdes Boulevard is located in Torrance and wanted to make sure the requirement applies to areas controlled by other agencies too. Assistant City Manager Witzansky confirmed it does.

Chairperson Bloss did not want increasing costs to prevent the construction of the bridge and she recommended tying that to the certificate of occupancy.

Director Proud said the bridge is a key component of the second phase.

Chairperson Bloss recommended a requirement for completion of the bridge prior to the certificate of occupancy for the southern phase of the project.

In response to Chairperson Bloss regarding the initial contract with CenterCal and initial feasibility analysis, Assistant City Manager Witzansky said the analysis was based on a \$300M project.

In response to Chairperson Bloss regarding the management of rising costs to ensure the project is economically feasible when complete, Director Proud suggested avoiding the addition of conditions which add time. He said many conditions are operational and captured in the EIR and mitigating monitoring program.

Assistant City Manager Witzansky did not believe that additions thus far have increased costs. He said massing, scaling, and underground parking could add significant costs.

Commissioner D. Jackson noted the traffic and parking analyses showing little impact and questioned where the shoppers will be drawn from to which Director Proud responded it is expected they will be drawn from a wide region including areas outside Redondo Beach.

Director Jones added the market study indicates a large number of visitors will come from nearby; and biking and walking will be significant.

Commissioner D. Jackson requested to add a condition requiring that air flow is created where feasible, particularly with big expanses of building.

Assistant City Manager Witzansky said that can be encouraged; however the final execution will come from the various tenants.

Director Jones suggested a condition requiring that east-west windows shall be openable to the maximum extent feasible.

Commissioner Keidser suggested that if outriggers who bring canoes via cars with trailers are included in the boater parking, the 32 boat ramp spaces will be reduced. She said not enough discussions have occurred on the Mole B option.

Commissioner Keidser said maneuverability is a consideration, to which Director Proud responded the turning maneuverability on the proposed Mole B design was studied and determine to be feasible.

Commissioner D. Jackson reported she spoke with Sean Guthrie who believed a project plan for the general area accommodating everything is possible.

Commissioner M. Jackson suggested that approval could be contingent upon working out an agreement to accommodate the outriggers.

Commissioner Keidser agreed the City and the outriggers could come to an agreement. She said choosing a boat ramp location before concerns are vetted and finding out later it won't work could result in losing Moles D and C as alternate locations.

Assistant City Manager Witzansky said the decision on the coastal development application for the boat launch will be presented at a future date; and the project cannot proceed without approval. He added that lease boundary issues are not part of the project and will continue to be worked out.

Commissioner Keidser did not want to pigeonhole a boat ramp location without having it fully vetted.

Commissioner Callahan questioned whether a boat launch location is required to go forward with the project to which Assistant City Manager Witzansky responded that alternatives would be to certify the project with a condition for a project at Mole C or deny the project.

Mr. Sohagi clarified that if the Commission selects the staff recommendation with the Mole B option and an issue arises with that location, the Harbor Commission is not precluded from selecting an alternative location subject to review.

At 9:50 pm, Chairperson Bloss requested a 10-minute recess.

Motion by Commissioner D. Jackson, seconded by Commissioner Callahan, to recess until 10:00 pm. Motion unanimously approved with Commissioner Shaer absent.

Chairperson Bloss reconvened the meeting at 10:01 pm.

ROLL CALL

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

Commissioners Absent: Shaer

Officials Present: Aaron Jones, Community Development Director
Stacey Kinsella, Associate Planner
Laurie Koike, Waterfront/Economic Dev Manager
Cheryl Park, Assistant City Attorney
Stephen Proud, Waterfront/Economic Dev Director
Sean Scully, Planning Manager
Mike Witzansky, Assistant City Manager
Margareet Wood, Recording Secretary

Chairperson Bloss opened public comment.

Laura Zahn said that allowing a supersize project is betting with the entire financial solvency of Redondo Beach. She said there is a core group of residents who do not support reducing Seaside Lagoon, using Mole B for a boat ramp, displacing the outriggers, or removing boat slips or trailer parking. She said the land is under-appreciated and she encouraged its preservation.

Chairperson Bloss read the speaker card for Jill Buchholz who welcomes the project.

Jason Maller said the project benefits the City, increases the tax base, creates a destination for young families, and is a net gain. He said visitors will walk or cycle to the harbor. He looked forward to visiting restaurants and festivals and said the infrastructure needs to be recycled.

Brian Mitchel, Lanakila Outrigger Club, said the 10,000 sq. ft. mentioned in the staff presentation is not part of their lease. He said the 1990 diagram shows 14,300 sq. ft. and the Club has increased from 14 to 16 canoes. He said the Club moved to the park site to accommodate Harbor Patrol at the direction of a previous Harbor Director. He said a site plan is being developed to integrate the outrigger functions with a joint use of the park. He said the Club cannot continue to function on 9,000 sq. ft.

Alexandra Weyman, representing the hotel and restaurant workers union, opposed the project, noting concerns with the EIR and affordability. She said the public has not had the opportunity to comment on the staff recommendations in the final EIR and she requested to have it recirculated. She said the project is being marketed for an affluent demographic and will not be accessible to all. She said it is critical for all income levels to enjoy the waterfront and she urged denial.

Chairperson Bloss read the speaker card for Crystal Owings who provided no comment.

Shelia Lamb requested recirculation of the EIR to allow public comment on the relocation of the boat launch ramp. She said the EIR is inadequate, the project may have significant impacts, and she urged not to accept the EIR.

Dale Petrulis said CenterCal has been a strong partner for years and Measure G requirements are being met. She said opening up Seaside Lagoon will eliminate fines and CenterCal is saving taxpayers from paying infrastructure costs. She said the time and project size are right. She recommended approval.

Moses Ramler, Lanakila president, said the Lanakila membership totals 300 and he doesn't want to reduce the footprint or operating space on Mole B. He said the group does not want to block the process or the boat ramp.

Jon Bucci said Redondo Beach is behind the curve and at a crossroads. He said a consensus can be reached and he hoped to find a way to move forward.

Chairperson Bloss read the speaker cards for the following who provided no comment: Gina DePietro and Dave Quinn.

Cameron Flynn encouraged further consideration and not rushing a decision. As a member, he said Lanakila offers great opportunities for youth and trains award-winners. He recommended looking into alternatives other than Mole B.

Tim Dornberg said a prior City survey prioritized Mole B far down on the list for boat ramp locations. He said the location poses public safety concerns i.e. Harbor Patrol emergency vehicle access, boater safety, and traffic schemes. He said Mole C is a preferable location.

Peter Barth said he did not receive a response regarding the road connecting Torrance Boulevard and Harbor Drive. He quoted language from the Coastal Commission addressing scenic and visual qualities in coastal areas and from Measure G addressing views. He said a large building is planned in front of Czuleger Park and he urged thinking before approving. He submitted a document with images of existing and projected views from Czuleger Park.

Motion by Chairperson Bloss, seconded by Commissioner Callahan to receive and file the document. Motion unanimously approved with Commissioner Shaer absent.

Chairperson Bloss read the speaker cards for the following:
Annette Hartnian, opposes project.
Leslie Gregg, opposes project.
Marna Smeltzer, supports project.

Janet Spessert, opposes project.
Anneke Blair, opposes project.
Jennifer Jones, opposes project.

Geoff Gilbert, representing Southwest Anglers, said the boat ramp should be 2 lanes - both for trailered boats, and boat trailer parking should be increased to 40 spaces to qualify for optimal grant funding. He said that anything less than a 2-lane trailer launch will not be enough. He said the Mole B location is too small for the boat launch and the outriggers.

Chairperson Bloss read the speaker cards for the following:

Barbara Shig, opposes project.
John Hicks, concerned about traffic.
Joann Bailey, opposes project.
Amy Schwister, supports boat ramp open 24/7.
Kirk Forsht, concern about boat ramp.
Ed and Jane Melia, opposes project.
Lynn Zino, opposes project.
Alison, recommends 30+ spaces for boat ramp.
Jonathan Oxman, all about boaters, boat ramp.
Ben Sloan, opposes project.
Alexandra Sloan, concerns about Czuleger Park.

John Mann requested to have his written comments included in the record. He said Measure G gives Czuleger Park special status. With the proposal, he said views from the bottom of the Park across the market hall will block the ocean, breakwater, and a portion of the sky.

Chairperson Bloss read the speaker card for Diana Mann who opposes the project.

Anthon Sobliuzzo said there are many issues that need to be rectified i.e. views, outriggers, and cost management. He said the footage needs to be clarified. He recommended additional discussion before making a decision.

Chairperson Bloss read the speaker cards for the following:

Jill Brown, opposes project.
Dan Elder, supports project.
Arnette Travish, no comment.
Adina Delgado, no comment.
Jessica Travis, no comment.

Pam Combar said she supports responsible revitalization and would like to see a scaled down project. She did not see how someone can vote against Measure G. She said she will work on the ballot initiative and she urged denial.

Ellis Raskin said it is important to be fully informed of all environmental impacts and urged taking additional time to determine if the project complies with Measure G. He said it is important to get the project right.

Chairperson Bloss read the speaker card for Linda Wyckoff who opposes the project.

Martin Holmes said he heard at the CenterCal open house the project is a \$400M project – not \$300M. He said CenterCal refused to agree to any minimum ownership period and can sell at any time and the City will receive no rent unless CenterCal makes a 10% profit. He said Redondo Beach needs a new general plan to integrate with the AES project. He said a financial consultant recommended that for a \$300M project rent would need to be \$7-11/per sq. ft. per month. He existing tenant leases do not guarantee rent, location, or sq. ft. He said the City could finance the necessary infrastructure repairs using harbor revenue. He submitted some letters to the editor.

Motion by Commissioner D. Jackson, seconded by Commissioner to receive and file the letters. Motion unanimously approved with Commissioner Shaer absent.

Chairperson Bloss read the speaker cards for the following:

James McLeod, opposes project.

Kathy McLeod, opposes project.

Gary Mlynek, supports project.

Aramis Campbell, supports project.

Lauren Cotner, supports project.

Elroy Retamal said the US seismic survey predicts an upcoming major earthquake on the San Andreas fault. He said this project has mitigation measures on structures that are up to code. In addition, he said CenterCal will be a partner to deal with this potential problem.

Chairperson Bloss read the speaker cards for the following:

Scott Fellows, supports project.

Amy Roth, supports project.

RT Rieves, supports project.

Andy Avrick, supports project.

Jane Diehl said the project provides beach, water, and parking access opportunities for disabled persons.

Beth Mineau said the project is a great opportunity for infrastructure repair. She encouraged trusting the staff and officials to carry out the project.

Chairperson Bloss read the speaker cards for the following:

Cherish Muzik, opposes project.

Cynthia Julian, supports project.
John Gran, supports project.
Don Szerlip, supports project.
Jessica Mizrahi, opposes blocking views.
Richard Wirsing, supports project.
Penny Wirsing, supports project.
John Zelasko, supports project.
Riah Rode, supports project.
Dinah Lary, supports project.
Thomas Gray, supports project, reducing density.
Bibi Goldstein, supports project.

Erika Snow Robinson supported the project and moving forward.

Chairperson Bloss read the speaker cards for the following:

John Mills, supports project.
Deborah Shepard, supports project.

Joanne Galin supported the Lanakila group. She said the harbor needs repair and she supported the project.

Chairperson Bloss read the speaker cards for the following:

Cie Gumzico, no comment.
George Garcia, supports project.
Marci Obrien, supports project.
Valerie Lee, opposes project.
Alison Arnoff, opposes project.
Jutta Herold, opposes project.
Dave Wiggins, opposes project.
Faisal Hasiami, supports project.
Jaesil Ha, supports project.
Chris Voisey, supports project.
David Diemer, supports project.
Jodre Greger, opposes project.
Jeremy Godokiss, opposes project.
Winsome Huffman, don't overdevelop.

Wayne Craig supported revitalization but not overdevelopment. He said many people are asking questions about the project. He said the plan does not comply with Measure G, restricts boat trailer parking, reduces Seaside Lagoon by a third and will not clean the water, increases car traffic, and blocks views. He said the project should be rejected and a long-term plan that benefits the entire City should be created.

Chairperson Bloss read the speaker cards for the following:

Lisa Youngworth, opposes project.

Nikki Murray, opposes Mole B.
Robbie Yrigoyen, opposes Mole B.
Dan Thomas, supports project.
Kelli Nerison, opposes Mole B launch site.
Michelle Giest, opposes project.

Brian Munce said many Lanakila members are disabled; and the opportunity to race and interact with able-body athletes is important. He opposed displacing the group by installing the boat launch at Mole B.

Eugene Solomon said more time is needed to do a good job. He said the current project would block guest views from Crowne Plaza. He said movie theaters profit during the summer and holidays and do not attract visitors year-round. He said a theater won't bring people to the harbor and a seasonal theater can be built anywhere. He suggested installing a sea lab or surf museum instead. He stressed the importance of retaining ocean views.

Chairperson Bloss read the speaker cards for the following:
Miriam Nash, opposes project.
Necia Staggs, opposes project.

Delia Vechi supported revitalization in the proper way that highlights the water. She said it is not possible to fully mitigate for a naturally-occurring phenomenon i.e. tsunami and she questioned who would be responsible – CenterCal or the approvers. She said the project is not marine-oriented and she encouraged denial of the EIR.

Chairperson Bloss read the speaker card for Ami Tsao who provided no comment.

Jim Murrell, representing King Harbor Youth Foundation, listed the varied programs offered to public youth. He said all locations present unique issues and require additional safety measures; however Mole B is preferred because it keeps the turning basin available for training exercises. He requested that additional training space is provided if Moles C or D are selected. He submitted a letter from the Board of Directors.

Motion by Commissioner D. Jackson, seconded by Commissioner M. Jackson, to receive and file the letter. Motion unanimously approved with Commissioner Shaer absent.

Al Ching, Lanakila, explained the boats are 72" wide and can't be disassembled or stacked. He said the group needs room to operate. He explained the group previously moved at the request of the City to make room for Harbor Patrol.

Tanya Welsh said she is not opposed to revitalizing. She said Lanakila is important to many people and is a nonprofit public group. She expressed concern about safety with Mole B for the boat ramp location due to many inexperienced paddleboarders in the area.

Pam Tsujioka, Naha Outriggers, suggested taking more time to consider before choosing Mole B. She said the area is dangerous with all the paddleboarders, kayaks, and sailboats.

Joy Corradetti said she owns a harbor business and welcomes the project. She said the waterfront needs revitalization and the project and time are right. She said the existing condition of the buildings in the harbor is dangerous and she encouraged approval.

Richelle Campbell supported revitalization; however she mentioned numerous pros and cons. She expressed concern with east and west bound traffic on Beryl Street. She said people will need to work in the shops and restaurants and she expressed concern about the traffic increase. She wanted to make sure the budget includes funding for speed bumps on Lucia and Maria. She said she sees people run the light on Maria every day. She expressed concern about so many water people feeling displaced. She said the project is overdesigned, should be less, and the drawbridge is not necessary. She said she chose Redondo Beach to enjoy the water and air. She hoped an alternative is worked out and she did not want empty expensive shops blocking views.

Kurt Obermeyer said Lanakila is like a family and does not exclude. He did not want the culture of Redondo Beach to be lost. He expressed concern with safety at Mole B.

Roth Strutzenberg questioned why the sanitation district letter in the packet is redacted. He questioned statements in the administrative reports regarding open space. He mentioned the resolution language regarding floor area ratio and questioned the reason for going to the maximum bonus amount. He said the harbor water which will fill the lagoon is not safe for swimming.

KC Witherspoon submitted a document, *Our Response to the CenterCal Waterfront Project*.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser to receive and file the document. Motion unanimously approved with Commissioner Shear absent.

Ms. Witherspoon opposed the project due to height and size. She said CenterCal promised to keep to 2 and 3 stories; however some of the proposed buildings are massive and will block views. She did not feel the rendering from CenterCal accurately depicts views. She said the overall market hall height can

be reduced. She said the pier and harbor need renovation; however she questioned why the areas to the north are included. She supported a project with smaller structures that allow for views and open breezes.

William Long, Nahoia, agreed with others about the effect of the Mole B location on the outrigger operation. He said the Coastal Commission supports recreational and environmentally friendly activities. He said approximately 330 people currently use Mole B on a daily basis. He said the boat ramp would bring in a much smaller number of people while dividing the outrigger area in half and he recommended considering what is being given up.

Diana Mann said she spent lots of time analyzing heights of the proposal and determined they are in violation of Measure G. She made a suggestion to install story sticks so that heights can actually be seen from different angles.

Tony Hart introduced 2 Lanakila Club members. He described a recent incident in front of the yacht club where paddleboarders and a boat nearly collided.

Mary Anne Guthrie from Marina Cove Limited said a recent weekend tally at basin 1 counted 11 boats at 5:45 am on Saturday, 7 on Sunday at 6:15 am, and 0 boats or paddlers by 7:45 am. She said there is a lot going on in Mole B and a boat ramp will trigger improvements to Moonstone Park. She said Marina Cove is committed to assisting outriggers, possibly with canoe storage. She suggested a dock for Tarsan could be located at S dock so the paddlers would not interfere with activities at basin 1.

Nils Nehrenheim submitted an illustration.

Motion by Commissioner D. Jackson, seconded by Commissioner Callahan to receive and file the illustration. Motion unanimously approved with Commissioner Shaer absent.

Mr. Nehrenheim questioned why design changes are not being made according to discussions. He objected to blocking views and he recommended a condition requiring the installation of story sticks. He recommended a video to depict the turning radius at Mole B. He said the result of approving Mole B is the elimination of Mole C and Mole D. He said the healthy lifestyle activities of Lanakila should be increased rather than decreased. He said the details of the development agreement are not available; however they are important to decision-making. He urged delaying a decision.

Ian Bardin agreed there are infrastructure problems; however he said the CenterCal proposal is all or nothing and the request for feedback is insincere. He recommended hiring a contractor to make repairs and not change the face of King Harbor Marina. As a longtime boater and harbor resident, he was satisfied with existing restaurants and did not see the need for a theater or fine dining. He

said the emphasis of the CenterCal rhetoric is on appearance and architecture rather than the practical aspect, and details are avoided. He said opening up Seaside Lagoon to the harbor will eliminate swimming because swimming in the harbor is not allowed. He said the EIR does not allow a launch ramp on Mole B. He said relocating to Mole B will displace approximately 25 slips including his own, as well as 300 Lanakila members.

Mark Hansen, King Harbor boater, recommended postponing a decision until the next Commission meeting after a community meeting has been held to further discuss the boat ramp and Mole B. He said Mole B was not discussed at the EIR meetings and was previously disqualified. He said the concerns at Mole C can be more easily mitigated. He encouraged seeking input from Harbor Patrol on the Mole B location. He said an option would be a condition to locate the boat ramp project at Mole C and bring back to the Harbor Commission for review.

Mr. Hansen submitted a packet of information including boat ramp considerations for Mole B vs. Mole C and boat ramp designs at Mole B and Mole C.

Motion by Commissioner D. Jackson, seconded by Commissioner Keidser to receive and file the document from Mr. Hansen. Motion unanimously approved with Commissioner Shaer absent.

Paul Moses supported the proposal which he said creates opportunities for walking in the waterfront. He said the pier sails may be too deteriorated to salvage; however they could inspire new art. He spoke in support of salvaging the Ocean Steps mosaic and mosaic tiles along International Boardwalk. He said opening up Seaside Lagoon will create opportunities for swimmers and paddlers.

Marcy Guillermo said the project is an industrial park which can be built anywhere in the City. She expressed concern with the architecture and density. She said CenterCal is not experienced with waterfront property. She said parking and traffic are problems that have not been solved. She said vehicles should be limited west of Catalina and around the waterfront to bicycles, electric golf carts, and shuttles. She said the project is not pedestrian-friendly. She said a specialty theater should not be allowed on the waterfront and the bridge should be permanent. She said a hearing is scheduled for September 6 and she recommended not approving the project.

Motion by Commissioner Callahan, seconded by Commissioner D. Jackson to close the public hearing. Motion unanimously approved with Commissioner Shaer and Commissioner M. Jackson (stepped out of room) absent.

Chairperson Bloss read the staff recommendation to adopt the resolutions dealing with the EIR and CUP. She then asked whether the members prefer the Mole B location as recommended by staff or Mole C.

Commissioner D. Jackson said she prefers Mole B because the south turning basin is congested. She said she usually drops her boat in front of basin 1. She said the mouth of the harbor is congested by people leaving as well as entering. She said the new design for Mole B makes the most sense; however it still needs work such as making room for Lanakila.

Commissioner Keidser preferred Mole C because it handles traffic on the waterside better, provides maneuverability space, is closer to the mouth of the harbor, and will not increase traffic in the main channel. She said it's the only alternative that allows for a landside cueing lane. She saw a huge safety issue at Mole B which she said is the busiest end of the harbor.

Commissioner M. Jackson said Mole C is the most dangerous in light of building out and opening up Seaside Lagoon and having a confluence of uses. He said Mole B is the least intrusive, least costly, easiest to build, and is being proposed by the leaseholder and City.

Commissioner Callahan said she is leaning toward Mole C: she said Mole B is dangerous because of numerous inexperienced paddlers and boaters in the channel. She said Mole C won't have the option of a hoist, which is necessary for those boaters who are less agile.

Commissioner Dalton said the Mole C option arose from many public meetings and he expressed concern about the potential impact on Mole B users. He mentioned the option of postponing until another meeting is held.

Chairperson Bloss said it is likely the Harbor Commission decision will be appealed to Council. She agreed another discussion is necessary and suggested that if the EIR is certified with the Mole B recommendation, Council will have another opportunity to discuss. She preferred Mole B because it can be activated quicker. She expressed concern with Mole C because of paddlers exiting Seaside Lagoon.

Motion by Commissioner D. Jackson, seconded by Commissioner M. Jackson to adopt the resolution for the Harbor Commission of the City of Redondo Beach certifying the final EIR, adopting the facts and findings, approving the water supply assessment, statement of overriding considerations and adopting a mitigation monitoring and reporting program for the waterfront on property located within the CC zones and P-PRO zone at the Redondo Beach waterfront.

Assistant City Manager Witzansky said the motion must include both resolutions and articulate and incorporate changes and conditions as discussed. He suggested a recess while staff prepares edited versions of the resolutions as recommended.

Commissioner D. Jackson requested to have the changes redlined.

Assistant City Attorney Park suggested the motion can remain and staff can be directed to make the modifications and return.

At 12:35 am motion by Commissioner Callahan, seconded by Commissioner D. Jackson to recess until 1:00 am. Motion unanimously approved with Commissioner Shaer absent.

Chairperson Bloss reconvened the meeting at 1:15 am.

ROLL CALL

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

Commissioners Absent: Shaer

Officials Present: Aaron Jones, Community Development Director
Stacey Kinsella, Associate Planner
Laurie Koike, Waterfront/Economic Dev Manager
Cheryl Park, Assistant City Attorney
Stephen Proud, Waterfront/Economic Dev Director
Sean Scully, Planning Manager
Mike Witzansky, Assistant City Manager
Margareet Wood, Recording Secretary

Director Jones displayed resolution B and read the changes as proposed:

Page 6, Finding 4.-a. – Vesting Tract Map, change date to *June 23, 2016*

Page 8, Section 2, insert the word *Master* before *Conditional Use Permit*

Page 9, Section 2, change the date to 8th day of *August, 2016*

Page 15, Condition 22 – after *if feasible*, insert the words *if not feasible they shall be replaced*, insert *The George Freeth bust and the Meistrell statue shall be relocated. The pier sail structures shall be refurbished or replaced.*

Page 20, Condition 25 g. MM CUL-1 – change *Historical Commission* to *Preservation Commission for review and issuance of Certificate of Appropriateness if necessary*, change *Historical Society* to *Historical Museum*, add *Preservation Commission* to MM CUL-2 and MM CUL-3

Page 28, Condition 27 e. COA BIO-3 at the end, insert *While not anticipated, any removal or reduction in sea lion barges in the harbor shall be reviewed and approved by the Harbor Commission prior to any such alteration.*

Chairperson Bloss requested to add conditions requiring a maintenance asset funding plan to be reviewed by the Harbor Commission and to work with current tenants on an interim construction plan.

Page 31, Condition 27 n.COA REC-1 – insert *Construction of the boat launch ramp and hoist must commence within six (6) months of construction of the northern portion of the project.*

Page 33, Condition 36 – change 10 am to 6 pm, insert *on Monday through Thursday and before 2 pm or after 10 pm on Friday through Sunday*

Page 34, Condition 37 – change Recreation facilities permitted hours to end at 12 am

Page 35, Condition 41 – insert *Bridge construction shall be completed prior to issuance of the certificate of occupancy for buildings in the southern portion of the project.*

Page 36, Condition 46 – insert *and unloading after loading*

Page 41, add Condition 61 *That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces provided at Mole B shall be prioritized for vehicles towing trailers.*

At the recommendation of Commissioner Dalton, it was the consensus to strike the words *provided at Mole B.*

Page 41, add Condition 62 *That east/west windows shall be openable to the maximum extent feasible.*

Page 41, add Condition 64 *That infrastructure asset maintenance plan shall be presented to the Harbor Commission for review prior to issuance of construction permits.*

Page 41, add Condition 65 *That applicant shall work with tenants on phasing of projects to minimize disruption.*

Director Jones displayed resolution A and read the changes as proposed:

Page 1, paragraph 1, change *attached hereto* to *on file in the Engineering Department*

Page 2, paragraph 7, add May 9, 2016 to list of public meetings, add the word *workshops*

Planner Owston read the following changes to the MMRP to match the resolution changes:

MM CUL-1 – change *Historical Commission* to *Preservation Commission*, add *and issuance of Certificate of Appropriateness if necessary*, delete the word *Society*

MM CUL-2 – add reference to City's *Preservation Commission*

MM CUL-3 – add reference to City's *Preservation Commission*

Planner Owston read the following changes to the CEQA findings and statement of overriding considerations:

Title - add reference to make it clear this is staff recommended alternative with the boat launch at Mole B

Page 4 – add bullet noting *Errata to the final EIR which was included as an attachment to 8/8/16 administrative report.*

Page 8 – add TRA 3: *As aligned in final EIR section 1.3.4.13, the project would have less than a significant impact associated with transportation hazards.*

Page 9 – add statement: *An explanation of the rationale for each finding is presented in the discussion below the summary table and the certified final EIR.*

Planner Owston read changes to mitigation measures:

MM CUL-1, change *Historical Society* to *Preservation Commission*

MM CUL-2, CUL-3 – add reference to City's *Preservation Commission*

Page 51 – Section 1.8, line 7 – after *Staff Recommended Alternative* insert *with the Mole B boat launch option*, line 16 – after *project component* insert *up to 0.5 miles from the project site*, line 17, after *another mole within the King Harbor*, insert *0.33 miles from the project site.*

Commissioner D. Jackson amended her motion on the floor to add the second resolution of the Harbor Commission of the City of Redondo Beach California selecting the staff recommended alternative described in the final EIR and granting the requests for the conditional use permit, harbor commission design review including sign review and landscaping/irrigation plans, coastal development permit, and a vesting tentative tract map No. 74207 to allow the construction of a coastal commercial project totaling 523,939 square feet of development, on property located within the CC zones and the P-PRO zone located between Portofino Way and Torrance Circle as modified.

The motion carried by the following vote:

Commissioner Callahan – no

Commissioner M. Jackson – yes

Commissioner Dalton – yes

Commissioner Keidser – no

Commissioner D. Jackson – yes

Chairperson Bloss – yes

Chairperson Callahan said the harbor needs a facelift; however she did not believe this project would succeed and she did not support it.

Commissioner M. Jackson said the infrastructure is deteriorating and the project is a good opportunity.

Commissioner Dalton appreciated the efforts of CenterCal and he hoped the tenants are treated well, especially Cancer Care. He said the pros of the Mole B location include site control and lower costs.

Commissioner Keidser said the EIR is insufficient and does not meet the CEQA guidelines as far as the Mole B alternative which has not been analyzed. She did not agree with the idea that the impact of all moles is the same. She said the community overwhelmingly chose the Mole C location in a series of meetings. She said it may cost less now; however an injury law suit could change that. She said that current recreational boating uses are being displaced or negatively affected and she was disappointed that commercial enterprise and development are being prioritized over clear community choice, safety, and harbor dependent or related uses.

Commissioner D. Jackson supported the plan which she said is good overall.

Chairperson Bloss said the project will improve water quality and addresses sea level rise. She noted the traffic mitigations must be completed prior to issuing the certificate of occupancy. She said the project provides pedestrian access and open space. She was optimistic staff will work closely with the outriggers on the Mole B location. She recalled the \$2.4M allocated for Mole B and was optimistic that will go toward enhancing the facility. She appreciated the efforts by all.

Recording Secretary Wood read resolutions A and B into the record by title only.

ITEMS FOR DISCUSSION PRIOR TO ACTION

Director's Report

Continued.

MEMBER ITEMS AND REFERRALS TO STAFF

None.

There being no further business before the Commission, motion by Commissioner Callahan, seconded by Commissioner Keidser to adjourn. The meeting was adjourned at 1:55 am until the next meeting on September 12, 2016.

Respectfully submitted,

Stephen Proud
Waterfront and Economic
Development Director



Administrative Report

Harbor Commission Hearing Date: October 10, 2016

To: HARBOR COMMISSION

**From: STEPHEN PROUD, WATERFRONT AND ECONOMIC DEVELOPMENT DIRECTOR
AARON JONES, COMMUNITY DEVELOPMENT DIRECTOR**

Subject: REQUEST FOR CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT TO ALLOW CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP FACILITY ON MOLE B IN KING HARBOR IN THE COASTAL COMMERCIAL (CC-4) ZONE

RECOMMENDATION

Staff recommends that the Harbor Commission take the following actions:

1. Open the public hearing and receive and file all information
2. Receive a presentation from staff on the proposed project
3. Accept all public testimony
4. Close the public hearing and adopt the following Resolution:

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071)

EXECUTIVE SUMMARY

A recreational public boat launch ramp is an amenity that has been contemplated since the initial planning and construction of King Harbor. In addition, the development of a public boat launch facility has been a requirement of the City's Local Coastal Program since certification in 2010 and the adoption of Measure "G".

Although the dialog regarding the ultimate location for a boat launch facility ("BLF") has been ongoing for years, the most recent planning efforts include a siting study prepared by Noble Consultants that assessed various locations and configurations within the harbor, and an evaluation of a subset of those options as part of the Waterfront Environmental Impact Report. Public workshops related to the Siting Study were held on

February 27, 2016 and March 9, 2016. In addition, the Siting Study was presented to the Harbor Commission at their regularly scheduled meeting on March 14, 2016.

Based on the feedback received at the public workshops and from the Harbor Commission, staff continued to refine the public boat launch facility design and developed three additional options – one each for Mole A, Mole B, and Mole C. An evaluation of these options, including consultation with Coastal Commission staff, led to the recommendation of Mole B as the preferred location for a new public boat launch ramp within King Harbor. This recommendation was initially presented to the Harbor Commission at their June 13, 2016 meeting as part of the Final Environmental Impact Report for the Waterfront. The Harbor Commission further discussed the Mole B location at their June 27, 2016 and July 18, 2016 meetings. On August 8, 2016, the Harbor Commission certified the Final Environmental Impact Report for the Waterfront Project and selected the staff recommended alternative which included Mole B as the location for the public boat launch facility.

While the Harbor Commission has certified the environmental documentation for the proposed facility and selected the Staff Recommended Alternative, the next step is the consideration of the land use entitlements, Conditional Use Permit (CUP), Harbor Commission Design Review (HCDR) and Coastal Development Permit (CDP) for the project. The Coastal Development Permit being considered by the Harbor Commission applies only to project areas that are not within the Original Jurisdiction of the Coastal Commission. Therefore, only the Harbor Drive and Marina Way entry improvements would be authorized by the Local Coastal Development Permit. The majority of the site including all lands west of the Blue Water Grill bulkhead are within the Original Jurisdiction of the California Coastal Commission.

Should the Harbor Commission grant the requested entitlements, the project will be advanced to the California Coastal Commission for Coastal Development Permit consideration for the portions of the project within their original jurisdiction.

BACKGROUND

From the time of the initial construction of the harbor, the concept of building a public boat launch ramp in King Harbor has been a topic of discussion in the community. The most recent conversations have emerged as a result of the proposed Waterfront Revitalization effort and the requirement of the City's Local Coastal Plan to plan and construct a public boat launch ramp as a prerequisite to new development in the Harbor. As part of that effort, the City engaged the services of Noble Consulting to conduct a siting study for a boat launch facility in King Harbor in 2015 and the results of that analysis were considered by the public at two public workshops held on February 27, 2016 and March 9, 2016. In addition, a presentation of the findings was made to the Harbor Commission on March 14, 2016. The public workshops were well attended and were conducted in a casual

setting that enabled significant interaction between the public, City staff, and the City's consultant. Likewise, the Commission hearing was well attended and though more formal in structure, the public was afforded the opportunity to comment on the siting study and the Commissioners were able to ask questions of City staff regarding the study.

In response to the comments received at the public workshops and the Harbor Commission hearing, three additional concepts were developed and evaluated by Noble Consultants for Moles A, B, and C. As discussed in the Waterfront EIR Findings, the Mole D Boat Launch option was rejected because it was inconsistent with the project objectives and would reduce the project's connectivity.

The evaluation of the proposed alternatives for Moles A, B & C, led staff to conclude that the preferred recommended alternative for the boat launch facility is Mole B. This conclusion was also shared by the Coastal Commission staff. The recommendation was based on several factors including:

- Mole B has the lowest total estimated cost to bring the facility on-line at approximately \$6M. Since there are no existing tenants on Mole B that would need to be relocated or acquired, the overall cost for design and construction is the lowest of the various alternatives.
- Mole B has the lowest ongoing maintenance costs. Due to the inner harbor location of the Mole B ramp, the site is better protected from storms and surge than the other alternative locations.
- Mole B provides the opportunity to construct the facility in the shortest period of time and does not require the relocation of existing businesses or clubs. The City controls a significant portion of Mole B, and the existing leaseholder of the remaining area is willing to work with the City to amend their leasehold boundaries to accommodate the development of the public boat launch facility.
- The design of boat launch facility at Mole B can accommodate multiple users and methods of launching water craft. The design for the site can accommodate trailered ramp launches, hand launches, and launches from a hoist.
- The site has direct access to Harbor Drive via a signalized intersection and straight drive lanes.
- The site minimizes the interaction of vehicles with boats/trailers and existing and proposed commercial uses in the Waterfront's center.
- Mole B's proximity to other public facilities including the City's Harbor Patrol Station and Moonstone Park.

DESCRIPTION OF THE MOLE B BOAT LAUNCH FACILITY

The Mole B public boat launch facility plan has emerged from a series of conversations with the community, the Harbor Commission, the California Coastal Commission, the Lanakila and Nahoia Outrigger Clubs, Redondo Beach Harbor Patrol Division personnel and Marina Cove Limited – the master leaseholder for most of Mole B. Based on discussions with each of these groups, the plan has been refined to address and respond to various comments and concerns that have been expressed during the planning process. The refined final plan for the public boat launch facility on Mole B is based upon the designs reviewed by Harbor Commission on August 8, 2016 and is attached as Attachment B and includes the following elements:

- A two-lane ramp with fiberglass composite boarding floats designed to launch boats into the calm water within Basin One. A cross –section of the ramp design is attached as Attachment C;
- A hoist pier that is outfitted with a 5-ton jib crane designed to assist with launches for ADA and senior boaters and a related hoist queuing dock constructed of concrete encased poly-styrene that is approximately 95 feet in length. A cross section of the hoist design is attached as Attachment D;
- Two queuing docks (also of concrete encased poly-styrene) for arriving and departing vessels that total approximately 328 feet in length. These docks are aligned along the southern and eastern edge of the launch basin area;
- Two wash down/motor flushing areas located along the western edge of the parking area with a stormwater interceptor or other water treatment system that would treat runoff water before discharging it into the storm drain or sewer system; and
- Approximately 32 parking spaces immediately adjacent to the launch facility comprised of: (a) Twenty (20) parking spaces that are 40 feet in length – including one ADA accessible space; (b) Six (6) parking spaces that are 50 feet in length; and (c) Six (6) parking spaces that are 55 feet in length.
- A total of approximately 24,000 square feet of water surface area that is dedicated to boat launch facility user maneuverability that is separate from the Basin 1 Fairway.

PROJECT CONSIDERATIONS

Parking

The proposed BLF would alter the existing parking at the end of Mole B by converting existing single vehicle parking spaces into trailered parking spaces. As noted above, the

total number of parking spaces associated with the BLF is 32 spaces provided at varying lengths. As part of the larger planning effort for Mole B, including Moonstone Park, some of the single vehicle spaces can be replaced by creating double loaded drive aisle with approximately 43 spaces leading to the Harbor Patrol Building. Currently, there is no legal parking along this access drive. In addition, a recent parking survey conducted by Marina Cove, the current leaseholder for portions of Mole B, shows indicates that parking demand across the Mole is sufficient to support the proposed reconfiguration and any resultant loss of parking associated with the development of the BLF.

Slips

The proposed BLF would eliminate approximately 39 slips currently located in Basin One ranging in size from 17 feet to 76 feet (8 slips on K Dock, 20 slips on L Dock, and 11 slips on M Dock). Based on conversations with Marina Cove, the boats currently residing within these slips can be accommodated elsewhere in the King Harbor through a combination of utilization of existing vacant slips, modifications/reconfiguration of vacant slips, attrition of exiting slip users, and coordination between the various marina operators within King Harbor. The time period associated with completing construction plans and specifications for the boat launch facility, coupled with the time required to complete all of the necessary approvals and permits, will provide Marina Cove with the time needed to relocate boats within the 39 affected slips - with no anticipated displacement from King Harbor.

Safety

Based on the demand reported at other nearby launch facilities, the number of boats that are expected to utilize the proposed BLF represents a small increase in the overall amount of vessel traffic within the harbor and is not expected to create substantial new use conflicts between various uses within the harbor. Launches are expected to occur during peak morning periods at a maximum rate of one launch every 5 to 15 minutes, and consequently boats feeding into the Basin One fairway should be spaced sufficiently far enough apart so that they would be smoothly and safely introduced into arriving or departing Basin One traffic.

The proposed Mole B BLF is located approximately 300 feet east of the entrance to Basin One. The ramp is oriented on an azimuth of 21 degrees. This alignment away from the entrance is intended to maximize the sight line distances from the entrance to the Basin One fairway channel. At a no wake speed of no greater than 5 miles per hour (4.3 knots), a separation buffer distance of at least 40 seconds is available for boaters who enter Basin One to survey the channel ahead and adjust steerage or speed as appropriate.

The latest design iteration of the BLF includes specific design features to improve operational safety. These include:

- The elimination of slips on the western side of M Dock and the expansion of queuing dock space on the western and southern edges of the launch ramp basin. The removal of the M Dock slips eliminates the possibility that a boat launched into the basin could be blown into boats that are moored within their slips. In addition, by creating a larger queuing dock, boats that are waiting to be retrieved (or embark on their day) can tie up safely rather than waiting in open water or circulation lanes. The removal of additional private slips also increases the total amount of maneuverable water surface area for public boat launch users.
- With the creation of the queuing docks noted above, the dock immediately adjacent to the hoist has been shortened from 150 feet to approximately 95 feet. This dock will be dedicated to boats launched and retrieved via the hoist and will not be used for queuing for boats launched or retrieved from the ramp – thereby reducing the boat traffic entering the Basin One fairway at this location. In addition, the shorter dock will significantly improve the sight lines for boats entering and exiting the Basin.
- The length of the boat launch ramp float has also been reduced in order to help ensure that boats leaving the ramp do not accidentally reverse or drift into the Basin One Fairway.

In addition to the final design refinements, a safety and operations plan has been prepared with input from the City's Harbor Patrol Division to guide the future use of the proposed public boat launch facility. (Attachment E). The plan provides a regulatory framework that includes general requirements for vessel safety; hours of ramp operation; parking regulations; launch ramp operation procedures; hoist management and operation procedures; and a recommended fee schedule (final fees must be set by City Resolution). It is important that the facility be staffed on a regular basis and that the attendant provide the necessary supervision and enforcement of the safety and operations plan.

One significant element that has been proposed to improve the overall safety of the BLF is the elimination of commercial stand up paddling ("SUP") operations within Basin One. Currently, Tarsan operates a commercial SUP business that originates from the interior of Basin One. By requiring the SUP'ers to launch from the interior of Basin Two, the commercial SUP traffic within Basin One can be eliminated- thus improving safety for users of the BLF. Marina Cove (Tarsan's Landlord) has approached Tarsan regarding the proposed change to the launch location and they are amenable to the change as it would afford them greater visibility from other commercial operations, including the Bluewater Grill.

Moonstone Park/Outrigger Canoe Clubs

Over the past few months, the City has been working closely with both the Lanakila Outriggers and Nahoia Outriggers to ensure that their operations on Mole B can be preserved with the installation of a public boat launch. The outrigger clubs have prepared a very attractive concept plan for Moonstone Park that is centered on the Polynesian culture and Outrigging as a sport and would provide the public with an opportunity to better engage with the paddling community. The plan also meets or exceeds the minimum public open space requirements for Mole B as defined by the Coastal Commission. Although not a part of, nor the subject of the approval for the public boat launch facility project, a proposed space and circulation plan is attached (Attachment F) to show how Mole B could be organized to accommodate the outrigger operations and Moonstone Park. This conceptual plan provides approximately 13,500-square feet of usable space for outrigger operation and meets the adopted standards for the size and scale of Moonstone Park. Although property lines are shown on the Exhibit, the proposed concept would allow full public access to all areas of the Mole. A new public walkway/boardwalk and viewing platform would be created along the western edge of the Mole that will provide opportunities to observe various events in the harbor such as the 4th of July fireworks, outrigger and yacht club regattas, and the holiday boat parade. The concept plan includes restroom facilities and shower facilities that will benefit visitors to the park, the outriggers and the public boat launch ramp users. A lanai and picnic tables are provided as well as open areas for general recreation activities and the Coast Guard's helicopter landing zone. As noted above, parking is provided along the eastern edge of the park along a double loaded drive aisle and a walkway to Basin Two is provided to facilitate public access to the area.

The Mole B concept has the support of the leadership of the outrigger canoe clubs and the identified parcel boundaries will allow the City to advance our negotiations with the clubs on a new lease structure that will enable them to improve and enhance future operations. The proposed Mole B concept plan and proposed public boat launch ramp facility design were reviewed with the California Coastal Commission staff, and they continue to express strong support for the development of a public boat launch ramp in conjunction with new development in the Waterfront.

ENVIRONMENTAL REVIEW

The Mole B public boat launch and hoist facility is a component of the project studied and evaluated in the Waterfront Final Environmental Impact Report. The incorporation of all applicable conditions and mitigation measures from that FEIR into this project approval provides environmental clearance for the public boat launch and hoist facility project.

COORDINATION

The Waterfront and Economic Development Department Coordinated the preparation of this report with the Community Development Department, the Harbor Master and Harbor Patrol Division personnel, the City Manager's Office, the City's Coastal Engineering Consultant – Noble Consultants, the Marina Cove Leaseholder, the Outrigger Clubs and Coastal Commission staff.

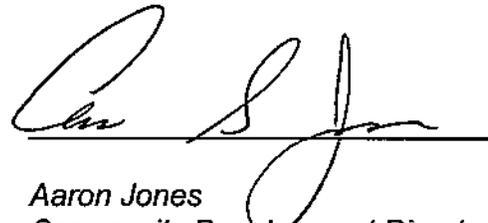
FISCAL IMPACT

The conceptual level cost estimates to design and construct a boat launch at Mole B are estimated to be approximately \$6MM. If the City elects to move forward with this project, the funding for this improvement would be paid from the Harbor Enterprise Tidelands Fund. In addition, the City may seek sources of grant funding that may be available to fund all or portions of this proposed project.

The cost of operating the boat launch is expected to be paid for by fees associated with the use of the facility. Operating expenses are generally comprised of personnel expenses for on-site attendant(s) – which is expected to consist of a single attendant on weekdays and two attendant on peak weekends and holidays - and costs to maintain and replace the docks, boarding float, and hoist. Staffing costs are estimated at approximately \$70k per year and facility maintenance and replacement costs are estimated at approximately \$12k per year. Based on an average number of launches of 15 per day at a cost of \$16 per launch, the annual revenues are estimated to be approximately \$87.5k per year.



Submitted by:
Stephen Proud
Waterfront & Economic Development Director



Aaron Jones
Community Development Director

Attachments:

Attachment A - RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH APPROVING A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, COASTAL DEVELOPMENT PERMIT FOR THE CONSTRUCTION AND OPERATION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY AND FINDING THAT THE ENVIRONMENTAL IMPACTS OF THE PROPOSED PROJECT HAVE BEEN ADEQUATELY ADDRESSED IN A PRIOR CERTIFIED ENVIRONMENTAL IMPACT REPORT (WATERFRONT EIR, (SCH# 2014061071)

Attachment B – Boat Launch Facility Site Plans

Attachment C – Cross Section of Ramp Design

Attachment D – Cross Section of Hoist Design

Attachment E – Mole B Boat Launch Facility Safety and Operation Plan

Attachment F – Mole B Moonstone Park and Outrigger Sapce and Circulation Plan

RESOLUTION NO. 2016--HCR-*****

A RESOLUTION OF THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH, CALIFORNIA, GRANTING THE REQUESTS FOR A CONDITIONAL USE PERMIT, HARBOR COMMISSION DESIGN REVIEW, AND COASTAL DEVELOPMENT PERMIT AND ENVIRONMENTAL DETERMINATION, TO ALLOW THE CONSTRUCTION OF A PUBLIC BOAT LAUNCH RAMP AND HOIST FACILITY, ON PROPERTY LOCATED WITHIN THE COASTAL COMMERCIAL ZONE (CC-4) LOCATED ON MOLE B AND MARINA WAY

WHEREAS, applications were filed by the City of Redondo Beach which were deemed complete on September 28, 2016 requesting approval of a Conditional Use Permit, Harbor Commission Design Review and Coastal Development Permit, to allow the construction of a public boat launch ramp and hoist facility in the Coastal Commercial Zone (CC-4); and

WHEREAS, a notice of the time and place of the City of Redondo Beach Harbor Commission's ("Harbor Commission") public hearing was given pursuant to State Law and local ordinances by publication in the Easy Reader, by posting the subject property, and by mailing notices to property owners within 300 feet and occupants with 100 feet of the exterior boundaries of the subject property on September 29, 2016; and

WHEREAS, the Harbor Commission accepted and considered all public testimony, reviewed and considered the applicant's design submittal, and applications for Conditional Use Permit, Harbor Commission Design Review and Coastal Development Permit for those portions of the project not within original jurisdiction of the Coastal Commission Permit along with presentations at the public hearing held on the 10th day of October, 2016.

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY FIND:

1. In accordance with Municipal Code Sections 2-9.711, 10-2.2512, 10-2.2506(b), and 10-5.2506(b) of the Redondo Beach Municipal Code, a Conditional Use Permit is in accord with the criteria set forth therein for the reasons described below. The Findings provided in this resolution are also supported by information and analysis in the Draft EIR, the Final EIR, the MMRP, the CEQA Findings, the Statement of Overriding Considerations, and the Administrative Reports for the Waterfront Project.
 - a) The proposed public boat launch and hoist facility is conditionally permitted in the Coastal Commercial (CC-4) Zone in which the site is located, and the

site is adequate in size and shape to accommodate the uses including all setbacks, spaces, walks and fences, parking, loading, landscaping and other features, and the project is consistent with the requirements of Chapters 2 and 5, Title 10 of the Redondo Beach Municipal Code.

- b) As substantiated in Final Environmental Impact Report (SCH# 2014061071 / FILE NO. 2014-04-EIR-001) and the Traffic Impact Study prepared by Fehr & Peers, the public boat launch ramp and hoist site has adequate access to public streets of adequate width to carry the kind and quantity of traffic generated by the project with the implementation of Mitigation Measures TRA-1 through TRA-6 in the adopted Mitigation Monitoring Program and the additional traffic flow improvements including the lengthening of the southbound right turn pocket on Harbor Drive at Marina Way to provide additional vehicle and trailered boat storage capacity.
 - c) The proposed public boat launch ramp and hoist project will have no adverse effect on abutting property or the permitted use thereof, subject to the adopted Mitigation Monitoring Program and Conditions of Approval.
 - d) The proposed public boat launch ramp and hoist project conforms to all of the requirements of the Coastal Zoning Ordinance and the Coastal Land Use Plan, and is therefore, consistent with the Local Coastal Program.
 - e) The proposed public boat launch ramp and hoist project is consistent and in conformance with (1) the General Plan including the "CC Coastal Commercial" designation, (2) the Harbor/Civic Center Specific Plan, (3) and the Certified Coastal Land Use Plan.
 - f) The Conditions of Approval adopted in this resolution are deemed necessary to protect the public health, safety, and general welfare.
 - g) The public boat launch ramp and hoist project is in compliance with the applicable development standards by zone, including allowable uses, height requirements, F.A.R. maximums, and other standards.
2. In accordance with Municipal Code Sections 10-2.2512, 10-2.2502(b), 10-5.2512, and 10-5.2502(b), 10-2.1802, 10-5.1802, and 10-5.1900 of the Redondo Beach Municipal Code, the applicant's request for Harbor Commission Design Review is consistent with the criteria set forth therein for the following reasons:
- a) The design of the proposed public boat launch ramp and hoist project considers the impact and needs of the user in respect to circulation, parking, traffic, utilities, public services, noise and odor, privacy, private and common open spaces, trash collection, security and crime deterrence, energy consumption, physical barriers, and other design concerns.

- b) The project site contains no natural terrain as it was constructed more than 60 years ago from artificial fill when the first development took place. Therefore, there is no natural terrain or natural landscape features that can be integrated into the project. Furthermore, it would not be feasible to preserve the existing landscaping because the existing landscaping is not draught tolerant and would not conform to the City's landscaping regulations for new development.
 - c) The final design of the proposed public boat launch ramp and hoist project is harmonious and consistent within the proposed architectural style regarding roofing, materials, windows, doors, openings, textures, colors, and exterior treatment subject to the conditions of approval.
 - d) The surrounding built environment includes a wide variety of structures in terms of architecture, design style, building height, mass, bulk and scale, such that the architecture, design style, building height, mass, bulk and scale of proposed public boat launch ramp and hoist project is consistent within the existing framework.
 - e) The design of the proposed public boat launch ramp and hoist project provides innovation, variety, and creativity in the proposed design solution and serves to minimize the appearance of flat facades and box-like construction subject to the conditions of approval.
 - f) The required regulatory signage would be consistent with sign regulation criteria in RBMC Sections 10-5.1802 and 10-5.1810.
3. In accordance with Section 10-5.2218 (c) of the Redondo Beach Municipal Code the applicant's request for a Coastal Development Permit for project components not within the original jurisdiction of the Coastal Commission is consistent with the criteria set forth therein for the following reasons:
- a) That the public boat launch ramp and hoist project is in conformity with the Certified Local Coastal Program because it will not impact public views of the water/marina and will increase the on-site public-serving amenities by providing a new resident and visitor serving recreational facility allowing low cost public access for the coastal-dependent public recreational boating use that is mandated in the Coastal Land Use Plan. As also outlined in the findings above for the Design Review and the Conditional Use Permit, the Project would be consistent with the FAR, height limits, and permissible uses laid out in in the Coastal Zoning for the CC-4 zone.
 - b) That the proposed public boat launch and hoist project will improve the quality of the storm water runoff and reduce the pollution that may contribute to adverse impacts on recreational access to beaches, coastal resources or

coastal waters through the incorporation of all the Best Management Practices (BMPs) required in the Low Impact Development (LID).

- c) That the proposed public boat launch and hoist project, which is located between the sea and the first public road paralleling the sea, is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the Public Resources Code. As outlined in greater detail in the Environmental Impact Report and the associated Fehr and Peers Traffic Report.
 - d) That the decision-making body has complied with any CEQA responsibilities it may have in connection with the project and in approving the proposed development, the decision-making body is not violating any CEQA prohibition that may exist on approval of projects for which there is a less environmentally damaging alternative or a feasible mitigation measure available. The project has been evaluated for environmental impacts through the preparation of an Initial Environmental Study and an Environmental Impact Report which details all of the required feasible mitigation measures and conditions that shall be incorporated into the project.
- 4. The plans, specifications and drawings submitted with the applications have been reviewed by the Harbor Commission
 - 5. The Harbor Commission further finds that the proposed refinements to the Mole B boat launch facility do not trigger subsequent or supplemental environmental review under the California Environmental Quality Act.

NOW, THEREFORE, THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The Harbor Commission does hereby find that the above recitals and findings are true and correct and are incorporated herein by reference as if set forth in full.

Section 2. That based on the above findings, the Harbor Commission does hereby grant and approve the Conditional Use Permit, the Harbor Commission Design Review and the Coastal Development Permit, pursuant to the Mole B Boat Launch plans and applications considered by the Harbor Commission at its meeting on the 10th day of October, 2016 (see Exhibit A to the Administrative Report for this Agenda Item). These entitlements shall be held by the City of Redondo Beach.

Section 3. That the approved Coastal Development Permit, Conditional Use Permit, and Harbor Commission Design Review shall become null and void if not vested within 36 months from the effective date of this resolution, unless an extension is granted pursuant to law.

Section 4. These permits shall be void in the event that the applicant does not comply with the conditions applicable to the Boat Launch component of the project:

1. That the Harbor Commission hereby approves the architectural design of the public boat launch ramp and hoist project. The precise architectural treatment of exteriors, roofs, walks, walls, landscape, hardscape, lighting and other features shall be reviewed and approved by the Community Development Department prior to the issuance of building permits.
2. That the applicant shall submit complete signage and wayfinding plans to the Community Development and Waterfront and Economic Development Departments for review and approval prior to issuance of permits. Said plans shall provide for high-quality, creative and artistic sign installations consistent with the City's adopted Wayfinding and Regulatory sign design standards. Said signs shall avoid visual clutter and unnecessary repetition.
3. That complete landscape, hardscape and irrigation plans (pursuant to the requirements of the Assembly Bill 1881, the Water Conservation in Landscaping Act of 2006) shall be submitted for review and approval by the Community Development Department prior to installation. Said plans shall incorporate extensive use of California native, drought-tolerant and water-wise plant materials and tree plantings.
4. That a final lighting plan shall be prepared and submitted to the Community Development Department. The plan shall include all information, details and calculations necessary to determine if the proposed installation will achieve the necessary and appropriate levels of illumination for safety and security and aesthetic and architectural enhancement while shielding and protecting off-site properties from unnecessary and unintentional illumination. Said plan shall be reviewed and approved by the Community Development Department, Police Department and Public Works Department prior to the issuance of electrical permits.
5. That pursuant to the City's Public Art Ordinance, the applicant shall provide a zoning requirement contribution equivalent to one percent (1%) of the project valuation above \$250,000. This contribution can take the form of: 1) installation of public art on the subject property, commissioned by the developer, but subject to the approval of the City's Public Art Commission; 2) a request that the installation of public art on the subject property be commissioned and approved by the Public Art Commission; 3) an installation of public art on the subject property valued at less than the required 1% contribution and an election to provide the balance of the 1% for the public art zoning requirement contribution to the John Parsons Public Art Fund; or 4) payment of the zoning requirement fee to The John Parsons Public Art Fund to be used for future public art in public places as determined by the Public Art Commission based on the City's Public Art Master Program. If a decision regarding the public art contribution is not finalized prior to the issuance

of building permits, the applicant will be required to deposit the 1% zoning requirement fee in a set aside account. The monetary deposit will be held by the City until such time as the public art contribution is satisfied. The art contribution must be completed prior to the issuance of a Certificate of Occupancy.

6. That in order to ensure compliance with all water quality regulations, the construction drawings for the project shall be prepared in accordance with all standards, requirements and design features of the approved Low Impact Development (LID) prepared for the subject site. The initial installation requirements and ongoing operational maintenance requirements of said plan shall be implemented in accordance with the approved LID.
7. That the project shall incorporate bicycle parking or shared bicycle parking, the use of low-emitting materials, the diversion of construction waste from landfills, and the use of Best Management Practices to prevent storm water pollution.
8. That final exterior color and material samples, including the use of marine-grade finishes when feasible, shall be reviewed and approved by the Community Development Department prior to the issuance of Building Permits.
9. That Traffic Management and Safety Plans shall be reviewed and approved by the Public Works Department prior to commencement of any work within the public right-of-way. Provisions of said plans shall be implemented at all times during construction.
10. That the applicant shall provide the following security elements
 - (a) Provide visual camera systems for key areas.
 - (b) Provide details on emergency access to the property by police and fire responders in the event of an emergency including a numerical address system and an "on-site" map.
11. That prior to the issuance of Final certificate of occupancy public access rights shall be reserved over all public areas providing access to, from, and along the project frontage. Access to public areas shall be open for pass through traffic 24 hours a day, seven (7) days a week. A public access map defining the public areas shall be submitted for review and approval by the Community Development Department and the Waterfront and Economic Development Department. It is the intent of this condition to maximize public access to and along the water. Any restrictions on the hours, modes of travel allowed, or other prohibitions shall be reviewed and approved by the Community Development Department and the Waterfront and Economic Development Department. Temporary restrictions or limitations for special events, emergencies, construction or other similar activities may be approved by the City Manager or designee.

12. That the applicant shall comply with, complete and implement the following mitigation measures and the associated procedures as specified in the Mitigation Monitoring and Reporting Program (MMRP) for the Waterfront Final Environmental Impact Report:
- a. **MM AQ-1: Fleet Modernization for Construction Equipment:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that the construction contractor shall ensure that all off-road equipment with a horsepower greater than 50 horsepower (HP) be required to have USEPA certified Tier 4 interim engines or engines that are certified to meet or exceed the NOx emission ratings for USEPA Tier 4 engines. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine, as defined by CARB regulations. During construction, the construction contractor shall maintain a list of all operating equipment in use on the project site for verification by the City's Building and Safety Division. The construction equipment list shall state the makes, models, and numbers of construction equipment on-site. Equipment shall be properly serviced and maintained in accordance with the manufacturer's recommendations. Construction contractors shall also ensure that all nonessential idling of construction equipment is restricted to five minutes or less in compliance with California Air Resources Board's Rule 2449. These activities shall be verified by the Building and Safety Division during construction.
 - b. **MM AQ-2: Use of Low-VOC Coatings and Paints:** Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the construction plans and specifications stipulate that all architectural coatings shall meet a volatile organic compound (VOC) content of 50 grams per liter (g/L) or less for interior coating and 100 g/L or less for exterior coatings. Use of low-VOC paints shall be verified by the Building and Safety Division during construction. However, if the project is phased such that less square footage is coated on a daily basis, then coatings with higher VOC levels may be used over a longer period of time such that the combination of daily square footage coated and VOC content does not exceed South Coast Air Quality Management District's regional threshold for ROG during construction of 75 pounds per day when combined with other on-site activities occurring on the same day.
 - c. **MM BIO-1: Protection of Marine Mammals During Construction:** Pile-driving could result in Level B harassment that leads to avoidance behavior by marine mammals. Therefore, a Level B (harassment) safety zone shall be established around the pile-driving site and monitored for marine mammals as shown in Table MM BIO-1 below. The Level B radius is based on the estimated safe distance for installation of piles proposed for use in the project

and is adequate to ensure that pinnipeds would not be exposed to Level B harassment sound levels. The safety zone varies by pile size and hammer type. Because the noise levels anticipated under this analysis are based on measured values from multiple different projects, the protective buffer has been increased by 20 percent to address inherent variability. The buffers are to be applied using direct straight line exposure thus barriers that create an acoustic shadow (e.g., a jetty or breakwater) separating the noise generation from mammal receptors would eliminate the buffer requirement. The pile-driving site will move with each new pile; therefore, the safety zones shall move accordingly. Prior to commencement of pile-driving, a qualified marine mammal observer¹ on shore or by boat shall survey the safety zone to ensure that no marine mammals are seen within the safety zone before pile-driving of a pile segment begins. If a marine mammal is observed within the safety zone during pile-driving operations, pile driving shall be delayed until the marine mammal moves out of the safety zone. If a marine mammal remains within the zone for at least 15 minutes before pile-driving commences then pile-driving may commence with a “soft start” to warn mobile aquatic species to leave the area.

Table MM BIO-1: Pile Driving Safety Zone Buffer By Pile Type and Pile Driving Method

Project Element Pile Type	Pile Driving Methods	Level B (160 dBRMS) Distance (meters)	Level B Buffer (160 dBRMS) Distance (meters) + 20 Percent
Horseshoe Pier: 18-inch steel piles	Vibratory hammer	>12 and <16	63 ft (19 m)
Pedestrian/Bicycle Bridge: 14-18-inch steel piles	Vibratory hammer	>3 and <16	63 ft (19 m)
Sportfishing Pier: 11-14-inch wood or concrete piles	Impact hammer	10 meters	39 ft (12 m)
Small Craft Boat Launch Ramp: >18-inch concrete pile	Impact hammer	>14 meters	55 ft (17 m)
Marina Reconstruction: 16-inch concrete pile	Impact hammer	13-18 meters	71 ft (22 m)

dBRMS - decibels Root Mean Square
ft – feet
m - meters

If marine mammals enter the safety zone after pile driving of a segment has begun, pile driving will continue. The qualified marine mammal observer shall monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile-driving shall cease until the animal leaves the area. Prior to the initiation of each new pile-driving episode, the area will again be thoroughly surveyed by the qualified marine mammal observer. ¹ A qualified marine mammal observer must meet the professional expectations laid out in the Marine Mammal Observer Associations website: <http://www.mmo-association.org/about-mmos>, or equivalent, as applicable.

- d. MM BIO-3: Mitigation for Increase in Surface Coverage:** The applicant shall be required to obtain all required permits from appropriate federal and state agencies for in-water work such as a Clean Water Act Section 404 permit, Section 401 Water Quality Certification and/or Rivers and Harbors Act Section 10 permit. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that permits have been obtained and significant impacts related to any net increase in surface coverage of harbor waters that would occur as a result of the proposed project would be mitigated to less than significant through avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the establishment of an equivalent amount of new open water surface area within King Harbor through the opening of Seaside Lagoon to harbor waters; (b) other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (c) obtaining credits from a mitigation bank within the Santa Monica Bay; and/or (d) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities within the Santa Monica Bay. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.
- e. MM BIO-4: Fill in Waters of the U.S.:** The applicant shall comply with U.S. Army Corps of Engineers (USACE) Clean Water Act and Rivers and Harbors Act permitting requirements. Prior to issuance of construction permits for the in-water elements of the proposed project, the applicant shall demonstrate that any required permits such as Clean Water Act Section 404 permit, Section 401 Water Quality Certification, and/or Rivers and Harbors Act Section 10 permit have been obtained. If it is determined that fill of waters of the United States would result from implementation of the proposed project, authorization for such fill shall be secured through the Section 404 and/or Section 10 permitting process. The net amount of Waters of the United States that would be removed during project implementation shall be quantified and replaced or rehabilitated in accordance with the USACE mitigation guidelines. If required in compliance with permit requirements, mitigation shall be implemented that includes one of the following: avoidance, impact minimization, and/or compensatory mitigation. Subject to agency coordination and permit requirements, compensatory mitigation may consist of (a) the enhancement of marine habitat associated with the opening of Seaside Lagoon to the waters of King Harbor or other marine resource restoration, establishment, enhancement, and/or preservation activity within King Harbor or elsewhere in Santa Monica Bay; (b) obtaining credits from a mitigation bank; and/or (c) making a payment to an in-lieu fee program that will conduct wetland, marine, or other aquatic resource restoration, creation, enhancement, or preservation activities. Any required compensatory mitigation or other mitigation shall be implemented as set forth in the permits.

- f. MM HWQ-1: Tsunami/Seiche Awareness Notification Program:** The following shall be implemented on-site to reduce risks associated with tsunami: 1 - Signage shall be provided throughout the project area, showing the designated tsunami emergency evacuation route. 2 - A public address system audible at both northern and southern locations of the site shall be installed and used to inform the public of evacuation order or emergency procedures in the event a tsunami warning or alert is issued. Contact information for the on-site management office with access to the public address system shall be provided to the Redondo Beach Fire Department and provided for inclusion in City tsunami preparation/emergency response procedure manuals. 3 – A tsunami evacuation map and a copy of any City tsunami preparation/emergency response procedure manuals shall be kept in the on-site management office at all times. 4 - Tsunami preparedness training shall be provided to on-site security personnel. 5 - Additional information, such as brochures and signage, promoting tsunami awareness and providing the website to the City's emergency preparedness website shall also be made available at the project site.
- g. MM NOI-1: Pile Driving Vibration:** Prior to approval of grading plans and/or prior to issuance of demolition, grading and building permits for construction activities involving the use of pile drivers (impact) within 55 feet of non-engineered timber and masonry structures/buildings or within 30 feet of structures/buildings constructed of reinforced-concrete, steel, or timber, and to the satisfaction of the City of Redondo Beach Building and Safety Division, the project applicant shall retain a Professional Structural Engineer to perform the following tasks: Review the project plans for demolition and construction; Investigate the area where pile driving is proposed to occur, including geological testing, if required; and Prepare and submit a report to the Chief Building Official to include, but not be limited to, the following: Description of existing conditions at the subject area; Vibration level limits based on building conditions, soil conditions, and pile driving approach to ensure vibration levels would be below 0.2 in/sec for non-engineered timber and masonry buildings if nearby or 0.5 in/sec for structures or buildings constructed of reinforced-concrete, steel, or timber if nearby; and Specific measures to be taken during pile driving to ensure the specified vibration level limits are not exceeded.
- h. MM NOI-2: Equipment Mufflers:** During all project construction, all construction equipment, fixed or mobile, shall be operated with closed engine doors, if so equipped, and shall include properly operating and maintained residential-grade mufflers consistent with manufacturers' standards.
- i. MM NOI-3: Stationary Equipment:** Stationary construction equipment (fixed equipment such as compressors, generator, fans, as well as idling vehicles, etc.) operating in proximity to noise sensitive receptors (i.e., residential

structures) shall be placed a minimum of 50 feet away from such receptors so that emitted noise is naturally dissipated from the receptors.

- j. MM NOI-4: Equipment Staging Areas:** Equipment staging shall be located in areas that are shielded from and/or set back noise sensitive receptors, with a minimum of 50 feet separation between the sensitive receptor and the nearest edge of the staging area.
 - k. MM NOI-5: Electrically-Powered Tools and Facilities:** Where available, electrical power from a grid connection shall be used to run air compressors and similar power tools and to power any temporary equipment.
 - l. MM NOI-6: Sound Barriers:** Temporary sound barriers shall be installed and maintained by the construction contractor between the construction site and the any sensitive receptors such as live-aboards as needed during construction phases with high noise levels. Temporary sound barriers shall consist of either sound blankets capable of blocking approximately 20 A-weighted decibels (dBA) of construction noise or other sound barriers/techniques such as acoustic padding or acoustic walls placed near the existing residential buildings to the east of the project site that would reduce construction noise by approximately 20 dBA. Barriers shall be placed such that the line-of-sight between the construction equipment and immediately adjacent sensitive land uses is blocked.
 - m. MM NOI-ALT-1: Temporary Relocation of Liveaboards:** A temporary moorage location within King Harbor shall be provided to liveaboard vessels located within 150 feet of construction activities as needed during construction phases with high noise levels. The need for relocation should be evaluated on a case-by-case basis considering the type of construction activities occurring, equipment being used, duration, and distance to the noise sensitive receptors.
13. That the applicant shall be required to adhere to the adopted (Revised) Mitigation Monitoring and Reporting Program prepared in conjunction with the approved Final Environmental Impact Report (SCH# 2014061071 / File No. 2014-04-EIR-001). Compliance monitoring shall be as specified in the MMRP.
14. That the applicant shall comply with the following conditions of approval identified in the Final EIR:
- a. COA AES-1: Lighting -** Lighting at the project site would consist of various types of light sources, including light emitting diodes (LEDs), aimed or shielded in such a manner as to limit light trespass, direct the visual impact of the display to the appropriate audience, and direct light away from surrounding marinas. Final lighting plans shall be subject to review and approval by the Community Development Department. In the event that the lighting plans are not approved

by the Community Development Department, said plans shall be referred to the Harbor Commission for review. Final signage plans shall be reviewed by the Harbor Commission.

- b. The final architectural design and plans for the proposed project, which include the materials and textures shall be in substantial conformance with the design and plans approved by the Harbor Commission and shall be subject to the review and approval of the Community Development Department. In the event that final architectural design and plans are not approved by the Community Development Department, said design and plans shall be referred to the Harbor Commission for review.
- c. **COA BIO-1: California Least Tern** - If the construction schedule overlaps with the California least tern breeding season of April 1 – September 15, a qualified biologist¹ shall conduct monitoring prior to the initial start of construction within 500 feet of in-water construction activities. (“in water work area”). The contractor shall delay commencing work if terns are actively foraging (e.g. searching and diving) within the in-water work area. If no least terns are actively foraging within 500 feet of in-water construction activities, construction can commence. Monitoring shall continue a minimum of one-hour twice a week during in-water project activities during the breeding season (April 1 – September 15). In-water construction will be halted if least terns are actively foraging within 500 feet of the in-water construction area, and can resume when least terns have left the area within 500 feet of in-water construction. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.
- d. **COA BIO-2: Permit Compliance** - In compliance with the Clean Water Act, it is anticipated that a Section 404 permit would be required for project activities, including placement of permanent fill in jurisdictional waters. A Section 401 Water Quality Certification would also be required. In compliance with the Rivers and Harbors Act, a Section 10 permit would be required for “all work, including structures, seaward of the annual high water line in navigable waters of the United States”. Compliance with these permits may include best management practices and construction measures to control turbidity in the water column adjacent to in-water work. The Water Quality Certification would contain water quality monitoring requirements for dissolved oxygen, light transmittance (turbidity), pH, and suspended solids at varying distances from the dredging operations. The permit would also include corrective actions in the unlikely event that construction exceeds any of the monitoring levels, which include silt curtains, which would be implemented if the monitoring data indicate

that water quality conditions outside of the mixing zone exceed the permit-specified limits.

- e. **COA BIO-4: Eelgrass** - Prior to any in-water construction, the project area would be surveyed per the Southern California Eelgrass Mitigation Policy (SCEMP). The SCEMP is administered by the U.S. Fish and Wildlife Service, National Marine Fisheries Service (NMFS), and California Department of Fish and Wildlife in order to determine impacts to eelgrass resources. In accordance with the requirements of the SCEMP, a pre-construction eelgrass survey shall be completed by a qualified biologist within 60 days prior to initiation of demolition or construction activities at the site. This survey shall include both area and density characterization of the beds. A post-construction survey shall be performed by a qualified biologist¹ within 30 days following project completion to quantify any unanticipated losses to eelgrass habitat. Impacts shall then be determined from a comparison of pre- and post-construction survey results. Impacts to eelgrass, if any, would require mitigation as defined in the SCEMP. If required following the post-construction survey, a mitigation planting plan shall be developed, approved by NMFS, and implemented to offset losses to eelgrass. ¹ The Qualified Biological Monitor should have a minimum of a Bachelor of Science Degree or Bachelor of Arts Degree in biology or related environmental science, having a demonstrated familiarity with the natural history, habitat requirements and affinities, and identification of the species of concern at the site, demonstrated familiarity with the laws and regulations governing the protection of the species, and 2 years of construction and/or operations effects monitoring experience.

- f. **COA BIO-5: Caulerpa** - Prior to initiation of any permitted disturbing activity, a pre-construction survey of the project area shall be conducted to determine the presence or absence of Caulerpa. Per the National Marine Fisheries Service's (NMFS') Caulerpa Control Protocol, this survey shall be conducted at a Surveillance Level, since Caulerpa has not been detected in King Harbor. Survey work shall be completed no earlier than 90 days prior to the disturbing activity and no later than 30 days prior to the disturbing activity and shall be completed, to the extent feasible, during the high growth period of March 1 – October 31. If detected, NMFS and California Department of Fish and Wildlife will be notified within 24 hours of completion of the survey.

- g. **COA BIO-6: Compliance with NMFS Guidelines for Overwater Structures**
- The proposed project shall comply with National Marine Fisheries Service (NMFS) guidelines for overwater structures and Essential Fish Habitat (EFH). The City will cooperate in any consultation process with NMFS regarding impacts to EFH; consultation would be conducted prior to implementation of the proposed project.

- h. COA GEO-1: Geotechnical Report Per the Seismic Hazard Mapping Act -** As required by the Seismic Hazard Mapping Act of 1990 (Public Resources Code Section 2697[a]), the City shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. Because a majority of the proposed project is within a liquefaction zone, a geotechnical report or reports prepared in accordance with the Act would be prepared and submitted to the City's Building and Safety Division prior to implementation of the project.
- i. COA GEO-2: Seismic Design and Engineering Criteria -** The proposed project would be designed and constructed in accordance with California Building Code provisions associated with seismic design and engineering criteria (including recommendations in geotechnical reports prepared as part of the design process) to minimize potential risks to people and buildings/structures in the event of seismically-induced geological hazards (including liquefaction). This includes requirements for construction, grading, excavations, use of fill, and foundation work (including type of foundation and/or soil improvement requirements), including type of materials, design, procedures, etc. Such design and construction practices would include, but not be limited to, completion of site-specific geotechnical investigations regarding construction and foundation engineering. The design would incorporate measures pertaining to temporary construction conditions as well as long-term operational conditions specific to the project site.
- j. COA GEO-3: Final Geotechnical Report Review and Approval -** The final geotechnical report(s) shall be reviewed by the City's Building and Safety Division for findings and recommendations, and the City shall approve the final project plans once satisfied that all appropriate site-specific design criteria and geotechnical recommendations, including any additional recommendations that come out of this review, have been applied to the implementation of the project through the project plans. The applicant is required to comply with the recommendations contained in the geotechnical report.
- k. COA HAZ-1: Contamination Contingency Plan -** If soil and/or buried debris is encountered during excavation or grading that is suspected to be contaminated (i.e., is observed by sight, smell, or instrument such as a photoionization detector [PID] meter if in use), work in the area of potential contamination shall be temporarily halted and redirected around the area until the appropriate evaluation and follow-up measures are implemented. The potential contamination would be evaluated by a qualified environmental professional using appropriate evaluation practices and, if necessary, sampling and analysis techniques as determined by the environmental professional based on the nature of the find. The nature and extent of contamination shall be determined and the appropriate handling, disposal and/or treatment shall be implemented (i.e., excavated/disposed of, treated in-situ [in-place], or otherwise managed) in accordance with applicable regulatory requirements,

such as those associated with, but not limited to, the RBFD, LACFD, LARWQCB, CalEPA, DTSC, and/or SCAQMD, as appropriate.

I. COA REC-2: Redondo Beach Marina in Basin 1 Slip Transition/Temporary Relocation Plan - A slip transition and/or temporary relocation plan would be established for vessels located with the King Harbor Marina/Basin 1 similar to the temporary relocation plan established for Portofino Marina (located within King Harbor to the north of the project site). The temporary transition/relocation plan is intended to provide temporary slips for displaced vessels during the reconstruction/redevelopment of the King Harbor Marina. The plan would include notifying tenants in advance of construction, finding temporary locations elsewhere in King Harbor for displaced vessels prior to the start of construction, and phasing construction to minimize the disruption to the degree feasible, including minimizing the number of times that vessels must be moved over the course of the construction. The temporary locations identified in the relocation plan would take into account the adequacy of the replacement locations, to ensure that adequate space and amenities (e.g., parking spaces) are available to accommodate the relocated uses and so as not to disrupt existing uses or result in substantial physical deterioration of the temporary location.

m. COA TRA-1: Construction Traffic: The following conditions are recommended: A flagman shall be placed at the truck entry and exit from the Project site, To the extent feasible, deliveries and pick-ups of construction materials shall be scheduled during non-peak travel periods to the degree possible and coordinated to reduce the potential of trucks waiting to load or unload for protracted periods of time, Access shall remain unobstructed for land uses in proximity to the Project site during project construction, Minimize lane and sidewalk closures to the extent feasible. In the event of a temporary lane or sidewalk closure, a worksite traffic control plan, approved by the City of Redondo Beach, shall be implemented to route traffic, pedestrians, or bicyclists around any such lane or sidewalk closures, A Construction Management Plan shall be developed by the contractor and approved by the City of Redondo Beach. In addition to the measures identified above, a Construction Management Plan shall include the following: Schedule vehicle movements to ensure that there are no vehicles waiting off-site and impeding public traffic flow on the surrounding streets, Establish requirements for the loading, unloading, and storage of materials on the Project site, Coordinate with the City and emergency service providers to ensure adequate access is maintained to the Project site and neighboring businesses.

15. That the applicant shall provide on-site erosion protection for the storm drainage system during construction, to the satisfaction of the Engineering Division.
16. That all on-site litter and debris shall be collected daily during construction.

17. That construction work shall occur only between the hours of 7 a.m. and 6 p.m. on Monday through Friday, between 9 a.m. and 5 p.m. on Saturday, with no work occurring on Sunday and holidays unless for unique and exceptional reasons the applicant obtains an After Hours Permit from the Community Development Department.
18. That a Project Information Officer shall be assigned to the site during construction. The officer shall provide community updates through a City website page as well as periodic email blasts to interested parties. A construction hotline phone number shall be dedicated for the project.
19. That Material storage on public streets shall not exceed 48 hours per load.
20. That the project developer and/or general contractor shall be responsible for counseling and supervising all subcontractors and workers to ensure that neighbors are not subjected to excessive noise, disorderly behavior, or abusive language.
21. That barriers shall be erected to protect the public where streets and/or sidewalks are damaged or removed.
22. That streets and sidewalks adjacent to job sites shall be clean and free of debris.
23. That off-site parking for employees and surplus or overflow parking is hereby authorized. Plans for such parking shall be reviewed and approved by the Director of Public Works and the Community Development Director.
24. That the following traffic flow improvements on Harbor Drive, and the Harbor Drive extension shall be designed and constructed prior to final occupancy of the project. The project Applicant shall provide a fair share contribution for these improvements. If the installation of these improvements results in the loss of any on street parking that parking shall be replaced at a one to one ratio. Replacement parking can be accommodated within the parking structures proposed for the project or on another site or sites within the Harbor and Pier area. Signal timing, phasing, equipment, signage and markings shall be adjusted to accommodate all modes of travel. The final design of these improvement shall be subject to the review and approval of the City Engineer.
 - a. Design and construct a southbound right turn lane on Harbor Drive at Marina Way sufficient to accommodate the projected turning volumes and trailered boat traffic such that all turning vehicles are serviced within one signal cycle. The right turn lane shall be designed in compliance with standards and guidance found within the California Highway Design Manual, the California Manual on Uniform Traffic Control Devices (CA MUTCD) and the Caltrans Standard Plans that are current at the time of construction.

25. That the applicant/owner/operator/lessee of the proposed project and subject property shall comply with the requirements of Section 10-5.1900(h) of the City's Coastal Zoning Implementation Ordinance with respect to Tree Trimming within the Harbor/Pier Area which currently reads as follows: The trimming and/or removal of any trees that have been used for breeding and nesting by bird species listed pursuant to the federal or California Endangered Species Acts California bird species of special concern and wading birds, herons or egrets within the past five 5 years as determined by a qualified biologist or ornithologist shall be undertaken in compliance with all applicable codes and regulations of the California Department of Fish and Game the US Fish and Wildlife Service and the US Migratory Bird Treaty Act.
- (1) No tree trimming or removal shall take place during breeding and nesting season (January through September) unless a tree is determined by a qualified arborist to be a danger to public health and safety. A health or safety danger exists if a tree or branch is dead, diseased, dying, or injured and is seriously compromised. Tree trimming or removal shall only be carried out from October 1st through December 31st.
 - (2) Trees or branches with a nest of a wading bird (heron or egret), a State or Federal listed species, or a California bird species of special concern that has been active any time in the last five (5) years shall not be removed or disturbed unless a health and safety danger exists.
 - (3) Any breeding or nesting tree that must be removed shall be replaced at a 1:1 ratio. Replacement trees shall be native or regionally appropriate non-natives and non-invasive.
 - a. A tree replacement and planting plan for each tree replacement shall be developed to specify replacement tree locations which must be in close proximity to the existing nesting tree, tree size (no less than thirty-six (36) inch box size), planting specifications, and a five (5) year monitoring program with specific performance standards.
 - b. An annual monitoring report for tree replacement shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information.
 - (4) Tree trimming or removal during the non-breeding and non-nesting season (October 1st through December 31st) shall follow the following procedures.
 - a. Prior to tree trimming or removal, a qualified biologist shall survey the trees to be trimmed or removed to detect nests and submit the surveys to the Waterfront and Economic Development Department. Tree trimming or removal may proceed if a nest is found, but has not been used within the prior five (5) years and no courtship or nesting behavior is observed.

- b. In the event that a wading bird (heron or egret) species, a State or Federal listed species, or a California bird species of special concern return or continue to occupy trees during the non-nesting season (October 1st through December 31st), trimming shall not take place until a qualified biologist has assessed the site, determined that courtship behavior has not commenced, and has given approval to proceed within 300 feet of any occupied tree (500 feet for raptor species (e.g., bald eagles, osprey, owls)).
 - c. Trimming of nesting trees shall not encroach within ten (10) feet of an unoccupied nest of any of the bird species referenced above. The amount of trimming at any one time shall be limited to preserve the suitability of the nesting tree for breeding and/or nesting habitat.
 - d. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
- (5) Tree trimming or removal during breeding and nesting season (January-September) shall be undertaken only because a health and safety danger exists, as determined by a qualified arborist, in consultation with the Waterfront and Economic Development Department and the City of Redondo Beach, and shall use the following procedures:
- a. A qualified biologist shall conduct surveys and submit a report at least one week prior to the trimming or removal of a tree (only if it is posing a health or safety danger) to detect any breeding or nesting behavior in or within 300 feet (500 feet for raptors) of the work area. An arborist, in consultation with the qualified biologist, shall prepare a tree trimming and/or removal plan. The survey report and tree trimming and/or removal plan shall be submitted for the review and approval of the Waterfront and Economic Development Director and maintained on file as public information. The plan shall incorporate the following:
 - 1. A description of how work will occur (work must be performed using non-mechanized hand tools to the maximum extent feasible).
 - 2. Written notice of tree trimming and/or removal shall be posted and limits of tree trimming and/or removal shall be established in the field with flagging and stakes or construction fencing at least one week before work takes place. The notice and flagging/fencing does not apply to an immediate emergency situation.
 - 3. Steps taken to ensure that tree trimming will be the minimum necessary to address the health and safety danger while avoiding or minimizing impacts to breeding and/or nesting birds and their habitat.

- b. Prior to commencement of tree trimming and/or tree removal the qualified biologist shall notify in writing the Department of Fish and Game and the U.S. Fish and Wildlife Service of the intent to commence tree trimming or removal.
26. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve minor changes to any conditions or requirements specified herein. Any significant changes shall be brought back to the Harbor Commission for review and consideration. With regard to the architectural design of the project significant changes shall be defined as changes greater than 10 percent of the architectural treatment of the approved building facades. The Community Development and Waterfront & Economic Development Departments shall be authorized to approve changes deemed necessary to comply with any permit or other requirements imposed by regulatory agencies, including but not limited to, the U.S. Coast Guard, the U.S. Army Corps of Engineers, the U.S. National Marine Fisheries Service, the U.S. Fish and Wildlife Department, the California Coastal Commission, and the California State Lands Commission.
27. That 30 additional 46-foot trailer overflow spaces and 30 shared single car spaces be provided in a satellite location for the boat launch ramp facility to accommodate overflow conditions. Trailer spaces shall be prioritized for vehicles towing trailers.
28. That the applicant shall work with existing tenants to minimize construction disruption of business.

Section 5. The Harbor Commission hereby adopts the Mole B Boat Launch Facility Safety and Operations Plan.

Section 6. If the City Council modifies any Conditions of Approval associated with the Waterfront Project that are also included in this Resolution the City Council's modifications shall take precedence.

Section 7. These permit approvals shall be stayed pending the City Council's decision on the Final EIR Certification and shall be immediately effective upon City Council re-certification of the Final EIR.

PASSED, APPROVED AND ADOPTED this 10th day of October, 2016.

Harbor Commission Chair
City of Redondo Beach

ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF REDONDO BEACH)

I, Stephen Proud, Waterfront and Economic Development Director of the City of Redondo Beach, California, do hereby certify that the foregoing Resolution No. 2016-**-HC-*** was duly passed, approved and adopted by the Harbor Commission of the City of Redondo Beach, California, at a regular meeting of said Harbor Commission held on the 10th day of October, 2016, by the following vote:

AYES:

NOES:

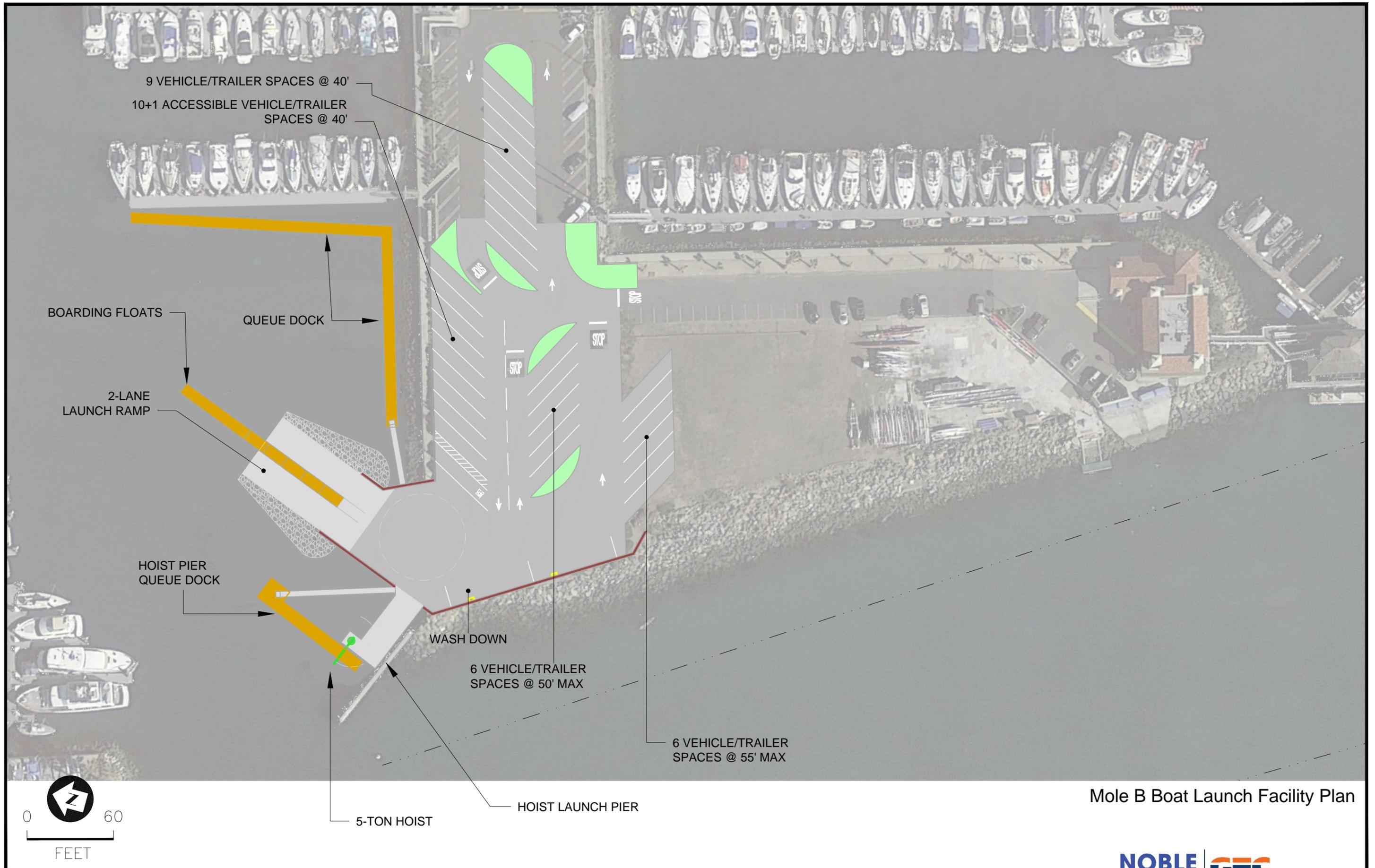
ABSENT:

ABSTAIN:

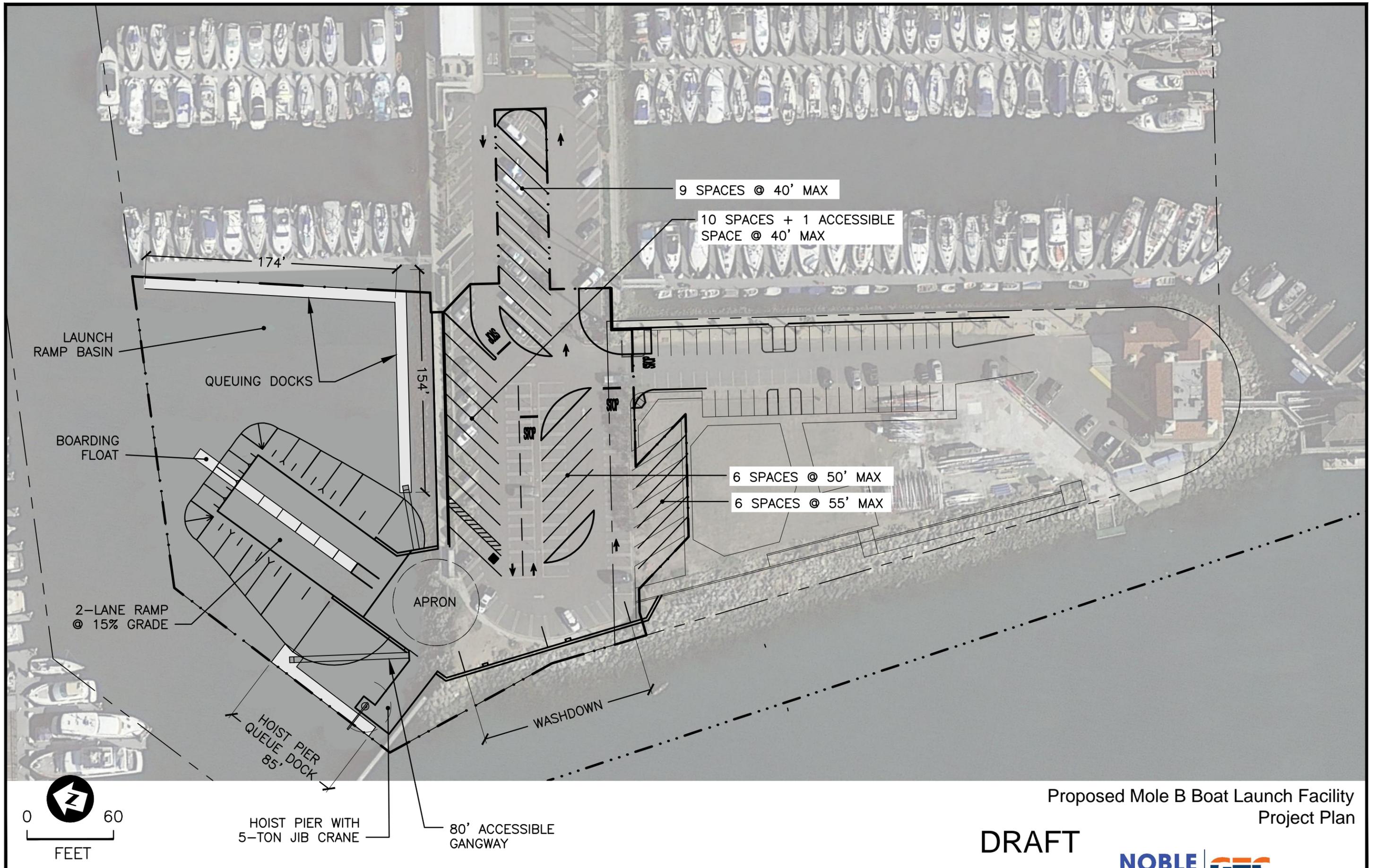
Stephen Proud
Waterfront and
Economic Development Director

APPROVED AS TO FORM:

City Attorney's Office



Mole B Boat Launch Facility Plan

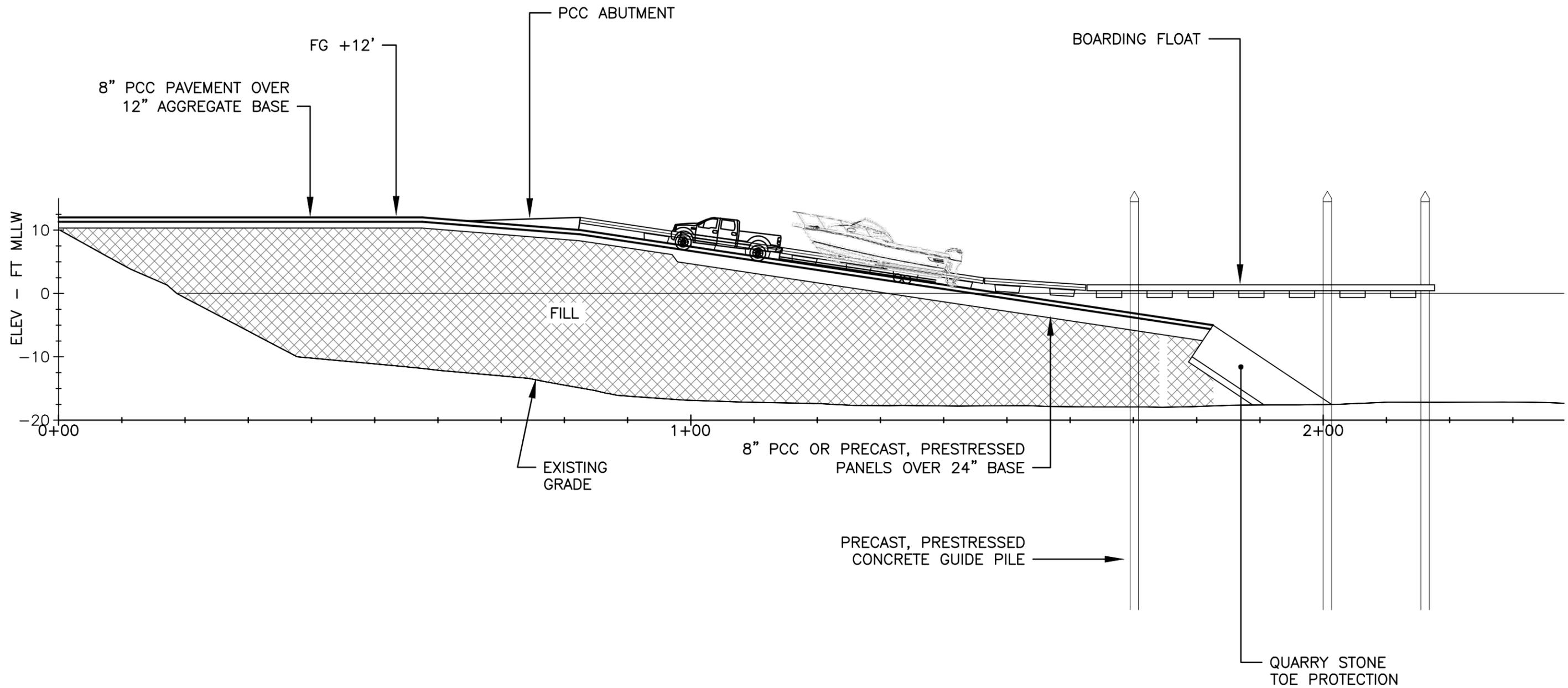


Proposed Mole B Boat Launch Facility
Project Plan

DRAFT



Figure 1



Proposed Mole B Boat Launch Facility
Launch Ramp Profile

DRAFT



Figure 2

Mole B Boat Launch Facility Safety and Operations Plan

1 General

- 1.1 Where applicable vessels with properly affixed CF numbers, current registration tags, and required safety equipment may utilize the boat launch facility.
- 1.2 All vessels using the boat launch facility must have the following equipment onboard and in good working condition:
 - 1.2.1 A personal floatation device (PFD) sized appropriately for each passenger
 - 1.2.2 Audible distress signals (horn or whistle)
 - 1.2.3 Visual distress signals/ flares (with valid expiration dates)
 - 1.2.4 Paddle
 - 1.2.5 VHF Radio
 - 1.2.6 Anchor with adequate rode
 - 1.2.7 Fire extinguisher (with valid expiration dates)
- 1.3 Prior to launching, all boaters shall be expected to independently consult marine weather forecasts for the coastal and offshore waters including Santa Monica Bay and beyond via VHF, National Weather Service, or other accepted marine weather and wave forecasting services and sources.
- 1.4 Launch ramp use may be prohibited by the Harbor Master or his designee in response to adverse weather conditions, small craft advisory warnings, or other safety concerns.

2 Launch Hours of Operation

Boat Ramp (Lanes 1 and 2)

Every day 4:00 a.m. to 10:00 p.m.

Hand Launch Ramp Use (Lane 1)

Every day 10:00 a.m. to Sunset

Hoist Pier

Every day 4:00 a.m. to 10:00 p.m.

3 Parking Regulations

- 3.1 The maximum overall length of any vehicle with trailer shall not exceed 55 feet.
- 3.2 No vehicle with trailer may extend more than 5 feet beyond the painted stripe limits of any parking stall.
- 3.3 When more than four vehicles with trailers are waiting to launch, they shall proceed directly to an available parking stall to make ready and not block drive aisles.
- 3.4 Overnight parking shall be allowed for vehicles with trailers only.. In no case shall parking be allowed for a time period longer than 72 hours.
- 3.5 Parking stalls not in use by vehicles with trailers after 10:00 a.m. may be used for public parking between the hours of 10:00 a.m. and 10:00 p.m.

4 Launch Ramp Management

- 4.1 The facility shall be staffed to direct traffic, staging, launching, and parking as follows:
 - 4.1.1 Weekdays – one attendant
 - 4.1.2 Weekends and holidays – two attendants
- 4.2
- 4.3 Mooring at the queue dock or boarding float beyond stated facility operating hours shall not be allowed unless approved by permit from the HarborMaster or his designee.
- 4.4 The Launch Ramp Attendant under the authority of the Harbor Master or his designee shall have the authority to control and regulate the sequence and frequency of boat launch and retrieval operations and parking lot traffic to maintain safe operating conditions during times of peak use demand.

5 Launch Ramp Operation

- 5.1 Make Ready and Staging
 - 5.1.1 Upon arriving, follow arrows on pavement to staging area in parking lot.
 - 5.1.2 Launching shall occur one at a time on a first come, first serve sequence.
 - 5.1.3 Boaters shall minimally check the following prior to proceeding to the ramp for launch:
 - 5.1.3.1 Check that transom plug has been inserted and sits tightly within drain hole.
 - 5.1.3.2 Make sure the bow winch and engine are running properly.

5.1.3.3 Make preliminary check of all equipment.

5.1.3.4 Detach trailer tie-down straps, deploy fenders, and attached painter to bow cleat.

5.2 Launching

5.2.1 Upon completion of make-ready preparation, boaters shall proceed to the launch ramp as directed by the staff attendant.

5.2.2 After launching, boats shall immediately and safely proceed to the Main Channel or the launch basin queue dock for staging and passenger pickup.

5.2.3 The boarding float shall not be used for passenger or cargo loading.

5.2.4 Promptly return the vehicle with trailer to the parking lot as directed by the staff attendant.

5.3 Retrieval

5.3.1 Boats returning to the launch ramp basin shall first temporarily berth at the queue dock to deploy cargo and passengers and queue for retrieval. After cargo and passenger unloading, boats may safely proceed to the boarding float for retrieval in an orderly manner as directed by the staff attendant.

5.3.2 The boarding float shall not be used to unload passengers or cargo unless approved by the staff attendant.

5.3.3 Vehicles with trailers shall be promptly recovered and proceed sequentially to the launch ramp for boat retrieval as directed by the staff attendant.

5.3.4 Once the boat is properly stowed on the trailer's bunks/ rollers and secured by the bow winch, the vehicle with trailered boat shall immediately clear the ramp and proceed to a parking lot area as directed by the attendant to complete preparations for departure.

6 Hoist Management

6.1 The hoist shall only be operated by City staff or its designated operator.

6.2 All boats shall only be lifted with ANSI certified nylon slings.

6.3 Boats with lift eyes shall be structurally sufficient to lift the vessel.

7 Hoist Operation

7.1 Preparing for Launch

- 7.1.1 Upon arriving, follow arrows on pavement to staging area in parking lot.
- 7.1.2 Launching shall occur one at a time on a first come, first serve sequence.
- 7.1.3 Boaters shall minimally check the following prior to proceeding to the ramp for launch:
 - 7.1.4 Check that transom plug has been inserted and sits tightly within drain hole.
 - 7.1.5 Make sure the engine is running properly.
 - 7.1.6 Make preliminary check of all equipment.
 - 7.1.7 Detach trailer tie-down straps and deploy fenders.
 - 7.1.8 Maneuver trailer adjacent to jib crane hoist as directed by the staff attendant.
 - 7.1.9 Attach lifting slings to pickup points (make sure hook latch is fully closed and not supporting any part of the load).
 - 7.1.10 Attach tag lines at bow and stern.

7.2 Boat Launch

- 7.2.1 Attach slings to hook making sure that they are free from twists or snags.
- 7.2.2 Adjust trolley/ hoist to be centered over vessel.
- 7.2.3 Take up slack in the hoist chain, allowing the craft to lift slightly from its trailer. Make adjustments to sling length to account for balance of the craft.
- 7.2.4 Once craft is balanced, begin upward lift until bottom of craft is above hand railing. As a safety precaution never allow any persons under a suspended craft.
- 7.2.5 Rotate crane towards railing, stopping rotation once craft is fully extended from pier and parallel to the hoist queue dock.
- 7.2.6 Lower craft until hook becomes slack within its slings.
- 7.2.7 Board vessel, start engine, detach hook and motor away from dock.
- 7.2.8 Return hoist to its original position.
- 7.2.9 Remove slings from craft.

7.2.10 Remove trailer from launch area and relocate to parking lot.

7.3 Boat Retrieval

7.3.1 Approach hoist dock with caution.

7.3.2 Retrieve trailer and relocate it adjacent to the jib crane.

7.3.3 Lower hook allowing enough slack to prevent shock loading

7.3.4 Attach tag lines and hook. Turn off engine and disembark from vessel.

7.3.5 Begin raising the craft during a wave trough, without pausing, until the hull is above the elevation of the highest wave crest

7.3.6 Continue to raise craft until the hull is above the hand railing and rotate boom until craft is located above the trailer

7.3.7 Maneuver crane trolley to a position where the craft is in line vertically with the trailer.

7.3.8 Lower craft to an elevation slightly above trailer, make adjustments with trolley and jib angle as to provide that the craft sits properly in its trailer bunks

7.3.9 Lower until chain is slack and disconnect hook from slings

7.3.10 Exit launch pier in a timely fashion

8 Fee Schedule

The following fee schedule shall apply to boat launch and parking.

Boatlaunch fee	\$16.00 per day
Hoist launch fee	\$16.00 per day
Public parking fee	\$2.00 per hour

9 Small Craft Traffic Control

9.1 Hoist Pier Queue Dock

9.1.1 The hoist pier queue dock shall be only for use by boats that are entering or exiting the water via the jib crane hoist. All other boats shall be prohibited from using the dock for temporary berthing at any time except during an emergency.

9.1.2 To avoid potential conflict with inbound boat traffic, no small craft departing from the hoist pier dock shall directly navigate across the Basin 1 Fairway Chanel

from the dock. All departing small craft boat traffic leaving the hoist dock shall be required to motor to the launch ramp basin whereupon they may come about and re-enter the Basin 1 Fairway Channel to exit Basin 1.

9.2 No commercial hand launch of standup paddleboards, kayaks, or similar hand powered small craft shall be allowed in the Basin 1 Fairway Channel at any time

10 Washdown Facility Operation

10.1 The washdown facility shall be only for use by trailered small craft towed by vehicles.

10.2 The facility shall be operated using self operated, coin activated equipment.

10.3 Boaters shall be required to furnish their own hoses.

10.4 One-minute wash cycles shall be provided for \$1.00. All washdown runoff shall be collected in a dedicated municipal storm drain capable of treating hydrocarbon and sediment contaminated runoff.

10.5 The maximum time allotted for washdown area use shall be five (5) minutes or as directed by the staff attendant.

**CITY OF REDONDO BEACH
PLANNING DIVISION**



PLANNING DEPT REVIEWED BY: AS
DATE REVIEWED: 9/28/16

APPLICATION FOR CONDITIONAL USE PERMIT

Application is hereby made to the Planning Commission/Harbor Commission of the City of Redondo Beach, for Conditional Use Permit, pursuant to Section 10-2.2506 of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: Mole B and Marina Way, Redondo Beach, CA	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: On File in the Engineering Division (Mole B and Marina Way) LOT: 900 BLOCK: 003 TRACT:7503	ZONING: CC-4 (Coastal Commercial)
	FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE)	
	SITE SIZE: 2.31 acres GROSS FLOOR AREA (SQ. FT.) n/a FLOOR AREA RATIO:n/a	
	RECORDED OWNER'S NAME: City of Redondo Beach 415 Diamond Street, Redondo Beach, CA 90277 MAILING ADDRESS: Same TELEPHONE: (310) 318-0631	AUTHORIZED AGENT'S NAME: Stephen Proud, Waterfront and Economic Development Director MAILING ADDRESS: Same TELEPHONE: (310) 318-0631 Ext 2246
APPLICANT'S NAME: City of Redondo Beach MAILING ADDRESS: Same TELEPHONE:	PROJECT ARCHITECT/FIRM/PRINCIPAL: Noble Consultants-GEC, Inc. MAILING ADDRESS: 2201 Dupont Drive, Suite 830 Irvine, CA 92612 TELEPHONE: (949) 752-1530 LICENSE NO. C2567	
REQUEST		
The applicant requests a Conditional Use Permit to use the above described property for the following purposes: The proposed Mole B boat launch facility consists of a two-lane boat launch ramp, elevated launch pier with boat hoist, boarding floats and queuing docks for boat launch staging, gangways, shoreline improvements, parking lot reconfiguration, minor landscaping, and utilities to service the electric boat hoist and boat wash-down area.		

C SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2506(B) of the Zoning Ordinance.

1. Describe existing site improvements and their present use. If vacant, please specify.

The proposed boat launch facility will utilize portions of Mole B currently leased to Marina Cove Limited (MCL). In addition, approximately 6,600 square feet of the northernmost end of Moonstone Park that is currently vacant and undeveloped will be incorporated within the project plan to provide on-site parking. The MCL space consists of Docks K, L, and a portion of M Dock where a total of 38 small boats are berthed. The upland space consists of approximately 30,700 square feet of paved parking area for 73 vehicles.

2. Describe the site in terms of its ability to accommodate the proposed use and conform to the development standards of the Zoning Ordinance (i.e., setbacks, parking, landscaping, etc.)

The site provides provides 1.28 acres of over water space for a two-lane boat launch ramp, boat hoist launch pier, and maneuvering space to queue departing and returning small craft. The facility also provides the opportunity to perform hand launching of personal paddle craft. The upland portion of the parcel will be improved to provided parking for 32 vehicles with trailers (includes one (1) ADA stall). Stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This space will provide temporary mooring for up to 23 small craft which can address times of potential peak demand.

The boat launch ramp, parking plan, floating docks, and gangways will conform to California Division of Boating and Waterways design guidelines. Design criteria such as ramp slope, lane width, vehicle drive aisles, parking stall dimensions and layout, and the ramp apron space plan meet or exceed the minimum specifications recommended by the State.

Parking studies conducted by MCL indicate that the MCL Leasehold has the capacity to absorb any parking losses resulting from the reconfiguration of Mole B. Consequently, any removal of the existing parking spaces will not impact access and use of the Basin 1 and 2 marinas. The King Harbor Marina is also currently experiencing boat slip vacancies. Existing boats impacted by the removal of MCL's K, L, and portion of M dock slips will be re-located elsewhere by MCL either within their available and vacant Basin 1 and 2 slips, or to other operators within King Harbor.

The launch ramp has been located and oriented to provide adequate sight lines to the entrance to Basin 1 and the interior fairway channel to promote safe navigation during inbound and outbound maneuvering. Navigation within Basin 1 will be further improved by restricting Tarsan SUP launches to Basin 2. Elimination of SUP traffic in Basin 1 will further increase safe boating operations at the site. The boat hoist pier adjacent to the baffle wall will be used by infrequent launches from that location only. Nearly all launch ramp boat traffic will originate from and return to the interior between queue docks and boarding floats such that no boat queueing will occur within the Basin 1 fairway channel.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

Access to the boat launch facility will occur via Marina Way from Harbor Drive. Harbor Drive's south bound approach has a 60-foot long dedicated and signalled right turn pocket to Marina Drive, which will be lengthened to accommodate additional queueing. The north bound approach also has a turn pocket lane that is signalled. The entrance and exit lanes to Marina Drive are both approximately 30-feet wide which affords ample turning and maneuvering space for vehicles with trailers. Similarly, departing vehicles with trailers may turn either left or right on Harbor Drive with adequate turning space available. The flow of departures will be controlled by the existing traffic signal.

Expected use patterns of the relatively small boat launch facility are not expected to create adverse arrival queues and traffic backup on Harbor Drive. Peak demand for the boat launch ramp is expected to occur during early morning hours when traffic is generally light elsewhere. Most of the facility's 32 parking spaces are expected to be occupied before 8:00 a.m. on peak demand weekend days. Vehicles with trailers departing the facility during the later afternoon will be regulated by the traffic signal and similarly not expected to create significant impacts to existing traffic patterns on Harbor Drive. During non-peak use of the facility, traffic to and from the boat launch facility is expected to be intermittent and non impacting to existing traffic patterns.

The boat launch facility will be located at the northwest end of Mole B out of Marina Way traffic lanes. Accordingly, launch ramp users are not expected to impact other existing or planned uses at Mole B.

4. Describe the expected impact of the proposed use on adjoining uses and activities and on future development of the neighborhood.

The proposed boat launch facility will provide additional opportunities for water oriented recreation in King Harbor consistent with its general use and purpose.

Although the facility will result in the reconfiguration and reduction in the total number of parking spaces and removal of 38 boat slips, the losses will be accommodated by relocating current users to existing vacant slips in Basin 1 and 2. Therefore, the proposed launch ramp facility will not result in a significant loss of parking or reduction of recreational water use.

The proposed Safety and Operations Plan of the boat launch ramp facility is attached to this application to further outline how the City proposes to manage and operate the facility.

5. Describe how the proposed use is consistent with the intent and purpose of the Redondo Beach General Plan.

The development and operation of a public boat launch ramp facility on Mole B is expressly consistent with the General Plan, the Harbor/Civic Center Specific Plan, the Certified Local Coastal Plan and all coastal zoning and land use requirements, policies and development standards.

The General Plan and the Harbor/Civic Center Specific Plan include policies that support and encourage the coastal recreation and coastal dependent uses in Harbor and Pier Area, such as the proposed public boat launch ramp.

The following are General Plan Policies to which the project is consistent:

Policy 1.44.1 states that recreational and marine facilities and uses (fishing, surfing, boating, swimming, etc.), restaurants, entertainment, gift shops, and other coastal related uses should be accommodated in areas designated as "CC"

Policy 1.45.1 states that recreational and marine facilities and uses (boat slips and anchorages, fishing, surfing, boating, swimming, public boat launching ramps, etc.), hotels restaurants, entertainment, gift shops and other coastal-related uses should be accommodated in areas designated as "CC".

The public boat launch ramp is consistent with "Coastal Related Land Use" Goal 1C and Objective 1.7 in the General Plan.

Page 89 of the Harbor/Civic Center Specific Plan specifically identifies the primary Mole "B" land use and development policies as including:

- Boating facilities, such as boating clubs, boating instruction, boat storage, Harbor Patrol and similar support facilities, and
- Public Open Space/Recreational Uses

Section 5.5.3 of the Harbor/Civic Center Specific Plan also contains the following specific policy:

- Allow for the development of a public boat launching ramp and ancillary facilities in the King Harbor and coastal area.

The City's Certified Local Coastal Plan also contains the requirement that a public boat launch ramp shall be required in conjunction with new development. This same document also contains provisions that public open space be provided on Mole "B" and that coastal-dependant uses (such as boat launching and retrieval) be prioritized over other non-coastal-dependant uses.

D It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the establishment of the use as applied for in this request for a Conditional Use Permit. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT

**CITY OF REDONDO BEACH
PLANNING DIVISION**



RECEIVED BY: AJ
DATE RECEIVED: 9/28/16

APPLICATION FOR HARBOR COMMISSION DESIGN REVIEW

Application is hereby made to the Harbor Commission of the City of Redondo Beach, for Harbor Commission Design Review, pursuant to Section 10-2.2502, of Chapter 2, Title 10 of the Redondo Beach Municipal Code.

PART I - GENERAL INFORMATION

A APPLICANT INFORMATION	
STREET ADDRESS OF PROPERTY: XXXX Marina Way, Redondo Beach, CA	
EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 900 BLOCK: 003 TRACT: 7503	
ZONING: CC-4 (Coastal Commercial)	
FLOOR AREA RATIO (EQUAL TO GROSS FLOOR AREA DIVIDED BY SITE SIZE) SITE SIZE: E 2.31 acres : GROSS FLOOR AREA: n/a FLOOR AREA RATIO: n/a	
RECORDED OWNER'S NAME: City of Redondo Beach 415 Diamond Street, Redondo Beach, CA 90277	AUTHORIZED AGENT'S NAME: Stephen Proud, Waterfront and Economic Development Director
MAILING ADDRESS: Same	MAILING ADDRESS: Same
TELEPHONE:	TELEPHONE:
APPLICANT'S NAME: City of Redondo Beach	PROJECT ARCHITECT: Noble Consultants-GEC, Inc.
MAILING ADDRESS: Same	MAILING ADDRESS: 2201 Dupont Drive, Suite 830 Irvine, CA 92612
TELEPHONE:	TELEPHONE: (949) 752-1530 LICENSE NO. C25673

B	REQUEST
	<p>The applicant requests a Harbor Commission Design Review to use the above described property for the following purposes:</p> <p>Mole B boat launch facility.</p>
C	SHOWINGS: Explain how the project is consistent with the criteria in Section 10-2.2514(C) of the Zoning Ordinance
	<p>1. Is the project designed in full accordance with the development standards of the zone in which it is located? If not, explain.</p> <p>Yes</p>

2. Indicate how the location of buildings and structures respects the natural terrain and is integrated with natural features of the landscape including the preservation of existing trees where feasible.

3. Describe the site in terms of its access to public rights-of-way. Give street names, widths, and flow characteristics.

Access to the boat launch facility will via Marina Way from Harbor Drive. Harbor Drive's south bound approach has a 60-foot long dedicated and signalled right turn pocket to Marina Drive. The north bound approach has a much long turn pocket lane that is also signalled . The entrance and exit lanes to Marina Drive are both approximately 30-foot wide which affords ample turning and maneuvering space for vehicles with trailers. Similarly, departing vehicles with trailers may turn either left or right on Harbor Drive with adequate turning space available. The flow of departures will be controlled by the existing traffic signal.

Expected use patterns of the relatively small boat launch facility are not expected to create adverse arrival queues and traffic backup on Harbor Drive. Peak demand for the boat launch ramp is expected to occur during early morning hours when traffic is generally light elsewhere. Most of the facility's 31 parking spaces are expected to be occupied before 8:00 a.m. on peak demand weekend days. Vehicles with trailers departing the facility during the later afternoon will be regulated by the traffic signal and similarly not expected to create significant impacts to existing traffic patterns on Harbor Drive. During non-peak use of the facility, traffic to and from the boat launch facility is expected to be intermittent and non impacting to existing traffic patterns.

The boat launch facility will be located at the northwest end of Mole B out of Marina Way traffic lanes. Accordingly, launch ramp users are not expected to impact other existing or planned uses at Mole B.

4. Describe how the overall design is compatible with the neighborhood and in harmony with the scale and bulk of surrounding properties.

The site provides provides 1.28 acres of over water space for the two-boat launch ramp, boat hoist launch pier, and maneuvering space to queue departing and returning small craft. The facility also provides the opportunity to perform hand launching of personal paddle craft. The upland portion of the parcel will be improved to provided parking for 31 vehicles with trailers. Stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This space will provide temporary mooring for up to 23 small craft which can address times of potential peak demand.

The boat launch ramp, parking plan, floating docks, and gangways will conform to California Division of Boating and Waterways design guidelines. Design criteria such as ramp slope, lane width, vehicle drive aisles, parking stall dimensions and layout, and the ramp apron space plan meet or exceed the minimum specifications recommended by the State.

Parking studies by MCL have indicated that the parcel space is substantially underutilized in parking use. Consequently, the removal of the existing marina's 73 parking spaces will not impact access to the Basin 1 and 2 marinas. The King Harbor Marina is also currently experiencing boat slip vacancies. Existing boats impacted by the removal of MCL's K, L, and portion of M dock slips will be re-located elsewhere by MCL within their available and vacant Basin 1 and 2 slips. Impacts to loss of parking of wet storage boat space will be further reduced by MCL's via the expected renovation and reconfiguration of their Basin 1 and 2 marina facilities.

The launch ramp has been located and oriented to provide adequate sight lines to the entrance to Basin 1 and the interior fairway channel to promote safe navigation during inbound and outbound maneuvering. Navigation within Basin 1 will be further improved by relocating the Tarsan SUP rental to Basin 2. Elimination of SUP traffic in Basin 1 will further increase safe boating operations at the site. The boat hoist pier adjacent to the baffle wall will be used by infrequent launches from that location only. Nearly all launch ramp boat traffic will originate from and return to the interior between queue docks and boarding floats such that no boat queueing will occur within the Basin 1 fairway channel.

The site will be elevated to a grade of approximately +12 feet NAVD 88 to minimize inundation impacts realted to future sea level rise.

5. Describe how the design of buildings and structures avoids the appearance of flat facades or boxlike construction.

The proposed hoist launch pier will be an elevated concrete platform to allow for an alternative boat launch accommodation. The pier's deck will be level with finished grade elevation. The thin deck section and concrete pile support members are consistent with the general appearance of the municipal pier, Sportfishing Pier, and existing hoist launch facilities on Mole A. The 5-ton jib crane at the end of the pier will be similar in appearance to the existing hoists on Mole A.

6. SIGNS: Indicate how the size, shape, color, materials, illumination, and placement of signs is harmonious and in scale with the building and surrounding area, and avoids needless repetition or proliferation of signs or any adverse impacts on surrounding properties.

To be determined

D It is desirable, but not required, to have the signatures of owners of property in the immediate area affected, certifying that they have no objection to the proposed project. Use reverse side of this sheet if more space is needed.

NAME	ADDRESS	LOT	BLOCK	TRACT



**CITY OF REDONDO BEACH
PLANNING DIVISION**

**APPLICATION FOR COASTAL DEVELOPMENT PERMIT
(or application for exemption or categorical exclusion)**

RECEIVED BY: AJ
DATE RECEIVED: 9/28/16
FILE NUMBER: 2016-10-CDP-008

PLEASE NOTE: Within 30 days of receipt of an application, the Planning Division will inform the applicant in writing if the application is incomplete, and what items must be submitted to complete the application. Processing of the application will not begin until it is complete, pursuant to Section 10-5.2210 of the Municipal Code.

Application is hereby made to the City of Redondo Beach, for a Coastal Development Permit, pursuant to Article 10 of Chapter 5, Title 10 of the Redondo Beach Municipal Code.

A	APPLICANT INFORMATION	
	STREET ADDRESS OF PROPERTY: Mole B and Marina Way, Redondo Beach, CA	
	EXACT LEGAL DESCRIPTION OF THE PROPERTY: LOT: 900 BLOCK: 003 TRACT: 7503	ZONING: CC-4 (Coastal Commercial)
	RECORDED OWNER'S NAME: City of Redondo Beach 415 Diamond Street, Redondo Beach, CA 90277 MAILING ADDRESS: Same TELEPHONE: (310) 318-0631	AUTHORIZED AGENT'S NAME: Stephen Proud, Waterfront and Economic Development Director MAILING ADDRESS: Same TELEPHONE: (310) 318-0631 Ext 2246
	PROJECT DEVELOPER: Same MAILING ADDRESS: TELEPHONE:	PROJECT ARCHITECT/FIRM/PRINCIPAL: Noble Consultants-GEC, Inc. MAILING ADDRESS: 2201 Dupont Drive, Suite 830 Irvine, CA 92612 TELEPHONE: (949) 752-1530 LICENSE NO. C25673
B	TYPE OF APPLICATION (Consult with Planning Department staff)	
	<input type="checkbox"/> Exempt <input type="checkbox"/> Categorical Exclusion <input type="checkbox"/> Coastal Development Permit public hearing waiver <input checked="" type="checkbox"/> Coastal Development Permit public hearing required	

C PROJECT DESCRIPTION. (Provide a detailed description of the project.)

The proposed Mole B boat launch facility will consist of a two-lane boat launch ramp, elevated launch pier with boat hoist, boarding floats and queueing docks for boat launch staging, gangways, shoreline improvements, parking lot reconfiguration, minor landscaping, and utilities to service the electric boat hoist and boat wash-down area. The facility will re-develop portions of lease space currently utilized by Marina Cove Limited (MCL) and the City of Redondo Beach's Moonstone Park. The MCL space consists of Docks K, L, and a portion of M Dock where a total of 39 small boats are berthed. The upland space consists of approximately 30,700 square feet of paved parking area for 73 vehicles. The 6,600 square foot section of the northernmost end of the City's Moonstone Park parcel that will be incorporated within the project plan is currently vacant and undeveloped.

The project will provide 1.28 acres of over water space for small craft boat launching from the ramp or hoist pier and maneuvering space to navigate and queue departing and returning small craft. The facility also provides the opportunity to perform hand launching of personal paddle craft from one lane of the launch ramp. The upland portion of the parcel will be improved to provide parking for 32 vehicles with trailers. Stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This dock space will provide temporary mooring for up to 23 small craft to accommodate times of peak demand use.

The existing pavement, floating docks, curb, and associated improvements will be demolished and removed from the site using conventional earth moving equipment. Debris removed during demolition will be hauled away by trucks to local area recycling centers for beneficial re-use. The launch ramp will be constructed by placing approximately 12,000 cubic yards of crushed rock and quarry stone to build up the foundation footing for the 15% ramp slope. The fill material imported from inland or Catalina Island quarries. The latter source material will be delivered by barge. The ramp pavement will be constructed in a combination of cast-in-place concrete and precast, prestressed concrete panel sections. The perimeter side slopes of the launch ramp fill area will be protected with quarry stone slope protection. The ramp will be constructed using conventional earth moving equipment or barge mounted cranes.

The hoist pier will be a 55-foot long by 20-foot wide cast-in-place concrete deck supported by precast, prestressed concrete piles. A 10-foot square crane pad will be located at the end of the pier to support a 5-ton jib crane to launch and retrieve boats that are driven into position on their trailers. The pier will be build using land based and barge mounted cranes and equipment.

The facility will include 888 square feet of concrete floating dock to provide queuing and staging space for small craft during launching and retrieval operations. The dedicated hoist pier will be accessible via an 80-foot long pre-fabricated aluminum gangway. Two additional gangways will be installed to provide access to the main queue dock. The launch ramp's boarding float will be a conventional 150-foot long by 8-foot wide dock consisting of five articulated segments and a permanently floating fixed section. The dock will be a composite building material product approved by the State Division of Boating and Waterways. All of the docks will be plant manufactured, delivered to the site by truck, and installed in segments. Docks shall be secured in position with a total of eighteen 16 to 20-inch diameter precast, prestressed concrete guide piles. Piles shall be driven to their specified embedment depths using a combination of initial jetting and impact hammer techniques.

The upland parking area will be elevated by about two feet to address long term sea-level rise design criteria. Approximately 3,000 cubic yards of fill material imported from offsite will be placed and compacted to provide the subgrade for a hot mix asphalt and aggregate base pavement section, curb and gutter, small landscape islands, and

walkway surfaces. The ramp apron and northwest perimeter of the site boundary will be stabilized with a precast, prestressed concrete vertical bulkhead that is intended to minimize ramp fill quantities and rehabilitate the oversteepened section of Mole B on the west end.

The project' construction is estimated to be complete within nine months.

D PROJECT INFORMATION: (Note: Please provide a detailed project description on a separate page.)

Where questions do not apply to your project, indicate "NOT APPLICABLE" or N.A.

1. TYPE OF PROJECT

- New Boat launch ramp - 9,000 Sq. Ft.
- Addition _____ Sq. Ft.
- Demolition Existing pavement, curb, landscape – 33,000 Sq. Ft.
Existing K and L floating slips, guide piles, and dock improvements – 9,700 Sq. Ft.
- Change of use from: marina wet storage and vehicle parking to municipal public boat launch facility.
- Grading 3,000 upland import; 12,000 over water Cu. Yds.
- Fence ___ n/a ___ Height ___ n/a ___ Length
- Paving 37,000 Sq. Ft. of which 33,000 Sq. Ft. is existing paved area.
- Other 1,200 Sq. Ft. reinforced concrete hoist pier with 5-ton jib crane;
400 Ft of precast, prestressed concrete bulkhead; floating docks.

2. ADDITIONAL INFORMATION

Note: If yes to any of the items b through h, please explain on a separate sheet.

- a. Has any application for development on this site been submitted previously to the California Coastal Zone Conservation Commission or Coastal Commission? YES NO
If yes, state previous Application Number:

- b. Are any utility extensions necessary to serve the project? If yes, explain. YES NO
Power, water and wastewater connections will need to be extended to this site.

- c. Does the development involve diking, filling, dredging or placing structures in open coastal waters? If yes, explain and indicate whether the U.S. Army Corps of Engineers Permit has been applied for.
 YES NO

Approximately 12,000 cubic yards of material will be placed in submerged land with a bottom footprint of that covers about 20,000 square feet of existing soft bottom and quarry stone slope protection. The hoist pier will shade about 1,200 square feet of over water area. Preparation and submittal of a Section 404 permit from the Department of the Army is pending.

- d. Will the development extend into or adjoin any beach, tidelands, submerged lands or public trust lands?
 YES NO

See response to Item 2c above.

- e. Is the development in or near:
- Sensitive habitat areas? YES NO
 - 100 year floodplain? YES NO
 - Park or recreation area? YES NO

The proposed boat launch ramp and hoist facility will require land side and water side improvements that will be conducted in or adjacent to the water. The facility is also located within an area identified as within the 100 year flood plain. The proposed boat launch facility adjoins the northern end of Moonstone Park. The public park promotes public participation in outrigger and canoe activity. The proposed boat launch ramp and

accessible gangway would provide increased opportunities for improved accessibility for these participants.

- f. Will the development harm existing lower-cost visitor and recreational facilities? YES NO
Will the development provide public or private recreational opportunities? YES NO

See response to Items Nos. E2 and E3.

g. Does the site contain any:

- Historic resources? YES NO
- Archaeological Resources? YES NO

h. Will the proposed development be visible from:

- Park, beach or recreation areas? YES NO
- Harbor area? YES NO

i. Is the project a "Priority Project" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? YES NO

- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
 YES NO

j. Is the a project with "Planning priority project characteristics" as defined by the City's NPDES Permit pursuant to Section 5-7.103 of the Redondo Beach Municipal Code? YES NO

- If yes, are copies (2 or 25 copies, as applicable) of the *Low Impact Development (LID)* report attached?
 YES NO

E	SHOWINGS: Explain how the project is consistent with the Certified Local Coastal Program.
	<p>1. Is the project designed in full accordance with the development standards and other provisions of the Zoning Ordinance for the Coastal Zone? If not, explain.</p> <p>The project is fully consistent with the development standards contained in Section 10-5 of the Redondo Beach Municipal Code including provisions regarding allowable coastal recreation uses and other criteria.</p> <p>The boat launch ramp, parking plan, floating docks, and gangways will conform to California Division of Boating and Waterways design guidelines. Design criteria such as ramp slope, lane width, vehicle drive aisles, parking stall dimensions and layout, and the ramp apron space plan meet or exceed the minimum specifications recommended by the State.</p> <p>The upland parking site and amenities will be designed to minimize hazards from storm waves, wave uprush, storm erosion, and future sea level rise. Design features will include grading improvements to elevate the existing low lying areas, enhanced shoreline stabilization using bulkheads, and rehabilitation to portions of the existing perimeter slope protection. The project plan does not contain any upland building structures that would be subject to flooding or inundation issues.</p>

2. If the proposed development is located between the sea and the first public road paralleling the sea, indicate how it is in conformity with the public access and public recreation policies of Chapter 3 of Division 20 of the California Public Resources Code.

The proposed boat launch facility will provide additional public access opportunities for water oriented and coastal dependent recreation in King Harbor consistent with its general use and purpose. The boat launch facility is intended to fulfill a harbor use objective that was originally envisioned as part of King Harbor's 1960 original development master plan.

3. Will the project have an effect on public access to and along the shoreline, either directly or indirectly (e.g. removing parking used for access to the beach)? If yes, describe the effect.

The proposed project will enhance public access to King Harbor and water use opportunities for the public. The site will provide 1.28 acres of over water space for the two-boat launch ramp, boat hoist launch pier, and maneuvering space to queue departing and returning small craft. The facility will also provide the opportunity to perform hand launching of personal paddle craft.

The proposed hoist pier, accessible gangway, and queue dock dedicated to it will provide increased accessibility for boaters who may be more physically challenged and restricted from using more conventional boat launch ramp facilities.

The upland portion of the parcel will be improved to provide parking for 32 vehicles with trailers. Individual stall lengths will vary from 40 feet to 55 feet to accommodate the expected range of small craft expected to use the facility. Approximately 320 linear feet of continuous side-tie queue dock space and 300 feet of side-tie boarding float space will be provided to allow departing and returning boats to stage their ingress and egress to the ramp. This space will provide temporary mooring for up to 23 small craft which can address times of potential peak demand.

Parking studies by Marina Cove Limited (MCL) have indicated that the parcel space currently used for marina tenants is underutilized for parking use. Consequently, the removal of the existing marina's 73 parking spaces will not impact access to the Basin 1 and 2 marinas. The King Harbor Marina is also currently experiencing boat slip vacancies. Existing boats impacted by the removal of MCL's K, L, and portion of M dock slips will be re-located elsewhere by MCL within their available and vacant Basin 1 and 2 slips.



STORM WATER PLANNING PROGRAM PRIORITY PROJECT CHECKLIST

**FORM
PG**

Project Name MOLE B BOAT LAUNCH FAC.	Owner Name CITY OF REDONDO BEACH	Developer Name SAME
Project Address XXXX MARINA WAY	Owner Address 415 DIAMOND ST.	Developer Address
REDONDO BEACH	REDONDO BEACH, CA	
Check/Tract Number 900-003-7503	Owner Phone (310) 318-0631	Developer Phone

Applicability to Project (1)	Yes	No
Does project disturb/add 5000 sq.ft. or increase by 50% impervious area on property presently developed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part A: Proposed Project (1) is:	Yes	No
1. A 43,560+ square foot commercial/industrial development	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. An automotive repair shop (SIC 5013, 5014, 5541, 7532-7534, 7536-7539 and 7549).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. A retail gasoline outlet	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. A restaurant (SIC 5812) or food handling establishment, liquor stores exempt	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. A 10 or more unit homes (including single family, multifamily homes, condominiums and apartments)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Location adjoining to, bisected by, or directly discharging to a designated environmentally sensitive area where development will: (a) discharge stormwater and urban runoff that is likely to impact a sensitive biological species or habitat; and (b) create 2,500 sq. ft. or more of impervious area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Parking lots with 25 or more spaces?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Redevelopment projects in subject categories that meet redevelopment thresholds	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. A single family dwelling located in the Hillside Zone ($\geq 25\%$ slope)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Part B: Project (1) Characteristics:	Yes	No
1. Vehicle or equipment fueling areas?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Vehicle or equipment maintenance areas, including washing? BOAT WASHDOWN	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Commercial or industrial waste handling or storage, excluding typical office or household waste?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. Outdoor handling or storage of hazardous materials or wastes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Outdoor work areas for activities such as, but not limited to: welding; cutting; metal fabrication; assembly; application of paints, coatings, or finishes; pre-cast concrete fabrication; etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6. Outdoor animal care confinement (kennels, stables, etc.) or slaughter?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7. Outdoor food handling or processing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8. Outdoor horticulture activities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Located in the Coastal Zone and not exempt from the requirement to obtain Coastal Development Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

If any box in Part A is checked "Yes", this project will require the preparation of a Standard Urban Storm Water Mitigation Plan (SUSMP).

If any box in Part B is checked "Yes", this project will require the preparation of a Site Specific Urban Storm Water Mitigation Plan (SSUSMP).

(1) On previously developed property the project is not required to prepare a USMP if less than 5000 sq. ft. of impervious area is disturbed/added or if more than 50% of additional impervious area is created. These limits do not apply to Part B (9) projects.

Applicant Signature	Printed Name	Title	Date
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cc: One copy to Engineering and Building Services Department

OWNER'S AFFIDAVIT



Project address: Mole B and Marina Way, King Harbor Redondo Beach

Project description: **Construction and operation of a new public boat launch ramp, hoist and related facilities.**

I (We) Joe Hoefgen, City Manager, being duly sworn, depose and say I am (we are) the owner(s) of all or part of the property involved and that this application has been prepared in compliance with the requirements printed herein. I (we) further certify, under penalty of perjury that the foregoing statements and information presented herein are in all respects true and correct to the best of my (our) knowledge and belief.

Signature(s): Joe Hoefgen

Address: 415 Diamond Street, Redondo Beach, CA 90277

Phone No. (Res.) N/A

(Bus.) 310-372-1171

Subscribed and sworn to (or affirmed) before me this 28 day of September, 2016
by Aaron Jones, proved to me on the basis of satisfactory

evidence to be the person(s) who appeared before me.

[Signature]
FILING CLERK OR NOTARY PUBLIC

State of California)
County of Los Angeles)

ss

Seal



City of Redondo Beach

NOTICE OF PUBLIC HEARING

NOTICE OF IMPENDING ACTION ON A COASTAL DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, AND HARBOR COMMISSION DESIGN REVIEW RELATED TO WATERFRONT PROJECT BOAT LAUNCH FACILITIES. NOTICE IS HEREBY GIVEN THAT A PUBLIC HEARING WILL BE HELD BEFORE THE HARBOR COMMISSION OF THE CITY OF REDONDO BEACH ON THE FOLLOWING MATTER. ANY AND ALL INTERESTED PERSONS MAY APPEAR AND BE HEARD.

SUBJECT OF THE HEARING: Consideration of issuance of a Conditional Use Permit, a Coastal Development Permit No 2016-10-CDP-008, and Harbor Commission Design Review for the construction of a public boat launch facility on Mole B, on property located in the Coastal Zone, and more specifically within a Coastal Commercial (CC-4) zone. The City of Redondo Beach is the applicant for the proposed Boat Launch Facilities, and the Redondo Beach Waterfront, LLC is the applicant for other components of the Waterfront Project.

LOCATION OF PROPOSED PROJECT: Mole B (Moonstone Park, end of Marina Way), Redondo Beach. (Legal description on file)

HEARING WILL TAKE PLACE: Monday, October 10, 2016 at 6:30 p.m., or as soon thereafter as possible, in the City Council Chambers, 415 Diamond Street, Redondo Beach.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA): Environmental review for the proposed project has been addressed within the Final Environmental Impact Report (FEIR) prepared for the Waterfront Development Project (SCH# 2014061071 / FILE NO. 2014-04-EIR-001). The Harbor Commission may also provide additional findings regarding compliance with CEQA.

DOCUMENT AVAILABILITY AND PUBLIC COMMENT: The case file containing the applications and plans may be reviewed in the Planning Division, located through Door E of the Redondo Beach City Hall, 415 Diamond Street, Redondo Beach from 7:30am to 5:00pm. City Hall is closed every other Friday.

Public testimony will be taken at the hearing described in this notice. Written comments for the Harbor Commission may be submitted to the Planning Division by mail, fax, email, or in person no later than 4:00 p.m. the day of the public hearing, October 10, 2016.

For additional project information, contact the Planning Division at (310) 318-0637.

If you challenge this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Harbor Commission at, or prior to, the public hearing.

Action on a Conditional Use Permit, Harbor Commission Design Review associated with the Boat Launch Facilities may be appealed to the City Council for a fee. These items must be appealed to the City Council by 5:00 pm of the tenth (10th) day following such a decision (or of the next working day if the tenth (10th) day falls on a week-end or holiday). The system of appeals is described in greater detail in Redondo Beach Municipal Code (RBMC), including §§ 10-5.2506(g), 10-2502(g). A decision on the Coastal Development Permit (CDP) is appealable to the City Council without a fee. Thereafter, City Council's action on a CDP is appealable to the Coastal Commission. (Pub. Res. Code Section 30603.) The grounds for a CDP appeal to the Coastal Commission shall be limited to an allegation that the development does or does not conform to the standards set forth in the certified local coastal program or the public access standards set forth in Division 20 of the Public Resources Code. (Public Resources Code Section 30603(b).) The procedures governing such appeals are outlined in Title 14, California Code of Regulations, Section 13111. The appeal to Coastal Commission must be received in the Commission district office with jurisdiction over the local government on or before the tenth (10th) working day after receipt of the notice of the permit decision by the executive director.

Easy Reader Inc/Redondo Beach News/September 29, 2016/RD16-081

REDONDO BEACH HARBOR PATROL STATISTICS

2016 YTD	MONTH												TOTALS
CATEGORY	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEPT	OCT	NOV	DEC	
DISPATCHED													
VESSEL ACCIDENT	0	0	0	2	0	0	1	4	0				7
VESSEL IMPOUND	1	1	0	1	0	0	0	0	0				3
ESCORTING	0	0	0	5	2	1	2	1	0				11
SEA LIFE DISPOSAL	2	3	1	19	16	5	15	3	1				65
POLLUTION	2	1	2	3	1	2	3	2	1				17
MAYDAY	4	5	4	15	9	8	27	30	9				111
WATER RESCUE	4	7	6	3	2	3	9	2	1				37
ROCK RESCUE	0	3	0	0	0	0	0	0	0				3
VESSEL SINKING	4	0	0	0	0	0	2	0	0				6
FIRE RESPONSE	9	3	5	3	3	1	7	12	4				47
MEDICAL AID	18	11	10	24	24	23	37	19	17				183
PD ASSIST	3	7	5	2	7	2	4	2	2				34
AGENCY ASSIST	6	4	3	3	16	8	7	3	2				52
NON-DISPATCHED													
ANCHORAGE PERMIT	6	8	3	28	11	17	42	6	6				127
MOORING PERMIT	8	6	12	23	30	14	26	12	9				140
COMMERCIAL INSPECTION	0	0	0	0	0	0	0	0	0				0
OVERHANG INSPECTION	2	2	3	1	1	0	0	0	0				9
ILLEGAL MOORING	14	13	9	3	1	15	6	5	3				69
MARINE ENFORCEMENT ACTIVITY													
SUP - RULES OF THE ROAD	13	22	55	50	105	26	55	31	10				367
SUP - PFD	11	17	23	37	31	21	71	46	14				271
SUP - ILLEGAL LAUNCHING	0	3	1	6	3	1	11	10	2				37
SUP - SWIMMING	0	4	1	7	14	12	65	24	43				170
VESSEL - RULES OF THE ROAD	7	11	10	2	62	7	35	12	6				152
VESSEL - PFD	6	2	6	12	9	11	48	23	4				121
VESSEL - REGISTRATION	12	9	12	2	70	7	72	29	8				221
SPEEDING	8	9	7	10	9	9	34	17	3				106
ANCHORAGE- NO PERMIT	1	8	13	13	15	13	37	19	5				124
FISHING AREA	5	0	2	27	8	4	39	8	2				95
300 YARDS OFFSHORE	9	6	2	3	2	2	23	4	1				52
TERMINATION CRITERIA													
PFD'S	15	10	6	28	10	8	48	10	4				139
NAVIGATION LIGHTS	12	3	6	2	2	1	21	2	0				49
FISH AND WILDLIFE													
F&W LICENSE CHECK	2	5	3	1	0	5	2	0	2				20
HAZARD TO NAVIGATION	0	4	1	4	8	2	22	4	0				45
MISCELLANEOUS													
PUBLIC INFORMATION CONTACT	196	127	153	168	207	144	191	153	129				1468
PUBLIC ASSIST	30	17	11	29	34	45	46	29	9				250
TOTALS	410	331	375	536	712	417	1008	522	297	0	0	0	4608



Administrative Report

Council Action Date: September 14, 2016

To: MAYOR AND CITY COUNCIL

From: JOE HOEFGEN, CITY MANAGER

Subject: REPORT AND MATERIALS SUBMITTED IN ADVANCE OF THE STRATEGIC PLAN SESSION SCHEDULED FROM 8 A.M. TO 3 P.M. ON WEDNESDAY, SEPTEMBER 14, 2016

RECOMMENDATION

That the City Council review the attached materials and provide direction related to the content of the City of Redondo Beach Strategic Plan for the six month period from September 15, 2016 until March 15, 2017.

EXECUTIVE SUMMARY

On March 29, 2016, the City Council held a Strategic Planning Workshop to establish 10 year goals, three year goals and six-month objectives. The objectives set were adopted by the City Council at the April 19, 2016 Council Meeting and monthly updates have been provided to the Mayor and City Council to enable them to monitor the City's progress on the various objectives. Additionally, regular updates are provided as part of the City's ongoing meetings of the various commissions.

This report includes materials in advance of the next Strategic Planning Session which will be held on September 14, 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 for preserving a high quality of life in Redondo Beach.

The City began strategic planning in 1998 with the creation of the first three-year strategic plan covering the period of 1998-2001. Subsequent three year plans were adopted in October 2001, March 2004, September 2007, March 2010, September 2013, and most recently on March 29, 2016. The date of September 14, 2016 for this Strategic Planning Session was selected at the conclusion of the last Strategic Planning Session six months ago and provides an opportunity to set objectives for the next six month planning period.

A copy of the most recent monthly update of the current Strategic Plan is provided as an attachment to this report along with a copy of the entire plan that was adopted at the City Council of April 19, 2016. These items are included as Attachments A and B to this report.

As a reminder, the following are the five City Council adopted strategic plan goals for the three year period of 2016-2019.

City of Redondo Beach
Three Year Goals – 2016-2019
Not in Priority Order

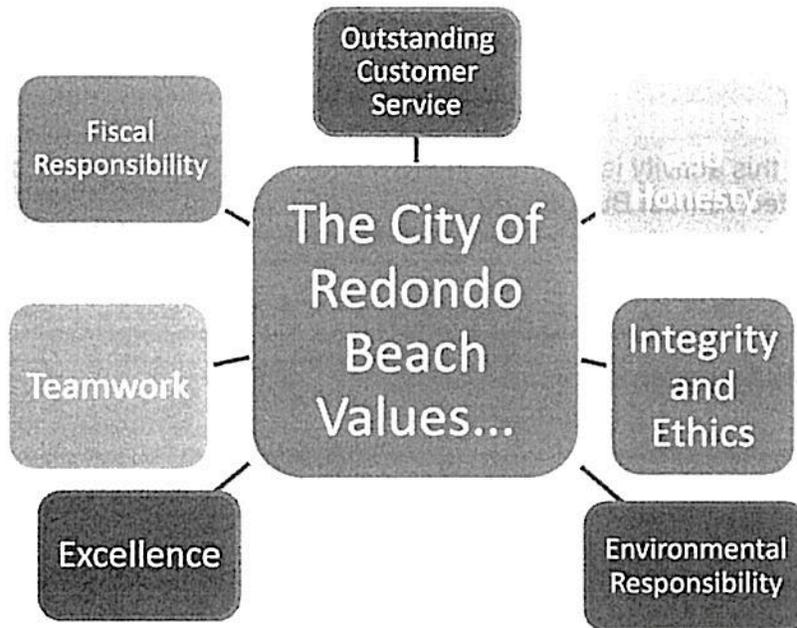
- Modernize City communications systems
- Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria
- Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs
- Assess, prioritize, and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure
- Maintain a high level of public safety with public engagement

Additionally, the City Council adopted the following 10 year goals for the 10 year period from 2016-2026.

City of Redondo Beach
Ten Year Goals – 2016-2026
Not in Priority Order

- Be the premier waterfront location on the West Coast
- Secure funding for new safety facilities and City Hall
- Create the most innovative law enforcement agency in America
- Secure a voter-approved plan for a de-industrialized AES site
- Revitalize the South Bay Galleria
- Increase and enhance parks and public open space

The City's adopted Core Values are shown below:



In preparation for the upcoming September 14, 2016 Strategic Planning Session, the Department Heads and I have compiled draft six month objectives (task items for each of the three year goals) for consideration by the Mayor and City Council. The draft objectives are included as Attachment C to this report and will be presented for City Council consideration as part of the September 14th Strategic Planning Session. Through the City Council discussion, there will be opportunities to modify or add to the objectives by the Mayor and City Council.

The final attachments to this report include information about the facilitator, Susan Berk, as well a copy of a recommended discussion outline for the upcoming Strategic Plan session. In addition to a discussion of work objectives for the next six month planning period, Ms. Berk will facilitate City Council and staff discussion of the adopted core values.

COORDINATION

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

FISCAL IMPACT

The total cost for this activity is included in the Mayor and City Council's portion of the FY 2016-2017 Adopted Annual Budget.

Submitted by:

Joe Hoefgen, City Manager

Attachments:

- A. Most Recent Strategic Plan Update - Six-Month Objectives dated August 16, 2016 – *pages 5-10*
- B. Strategic Plan Adopted on April 19, 2016 – *pages 11-25*
- C. Draft Strategic Plan with Proposed Six Month Objectives Covering the Period from September 15, 2016 until March 15, 2017 – *pages 26-36*
- D. Bio on Susan Berk – *page 37*
- E. Discussion Outline for September 14, 2016 Strategic Planning Session – *page 38*

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 March 29, 2016 – September 15, 2016

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

THREE-YEAR GOAL: <i>Modernize City communication systems</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the August 16, 2016 council Meeting	IT Director, working with All Departments	Identify options to make the phone system easier for the public to use and present to the City Council for information and possible action.		X		
2. At the June 7, 2016 Council Meeting	IT Director, working with Police Chief, Fire Chief, RBUSD and City Manager	Identify the cost and feasibility of establishing a reverse 911 notification system and report the results, with recommendations, to the City Council for action.			X	Revised to August 16, 2016
3. By September 15, 2016	CS Director, working with IT Director, City Attorney and City Manager	Present to the City Council for review a status report on the implementation of a social media policy and pilot program.				Social Media Pilot Program on hold pending approval of Social Media Policy by City Attorney.
4. By April 29, 2016	CS Director	Create a City Staff Directory and distribute to all City Departments and the City Council.	X			
5. At the May 3, 2016 Council Meeting	IT Director	Present to the City Council for action a contract for a website upgrade.	X			

THREE-YEAR GOAL: ***Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 20, 2016 Council Meeting	PW Director, working with CD Director	Report on the outdoor Dining Deck Pilot Program and present options to the City Council for action regarding possible program extension.		X		
2. At the June 7, 2016 Council Meeting	CD Director	Report to the City Council the results of Code Enforcement's review of temporary signs on Artesia Boulevard.	X			
3. By June, 22, 2016	CD Director	Release the draft EIR on South Bay Galleria for public review and comment.			X	September release now targeted.
4. By September 15, 2016	PW Director, working with CD Director	Evaluate the feasibility of converting Catalina Avenue, between Avenue I and Elena, to a one-way street.		X		
5. By August 1, 2016	WED Director, working with ACM	Present a report with recommendations to the City Council for action on the results of the public outreach meetings regarding a new boat ramp.			X	Revised due to the timing of the Harbor Commission consideration of the Waterfront project
6. At the September 6, 2016 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		
7. By 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 AES Task Force (unless extended by both parties).			X	AES has extended timeframe for marketing property for non-industrial uses. Task Force formation delayed to an undetermined date.
8. At the July 19, 2016 Council Meeting	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the AES Task Force following the RFP Process used for the General Plan update.			X	Date to be determined.
9. DATE TO BE DETERMINED	AES Task Force, working with Consultants	Present findings regarding options for using AES property.				

10. FUTURE OBJECTIVE	WED Director, working with Fire Chief	Develop a Transient Vessel Mooring Marketing Plan and recommend boater amenities to promote the harbor as a destination.				
11. FUTURE OBJECTIVE	CD Director, working with WED Director	Present to the City Council for action an ordinance to modify parking requirements citywide to help encourage economic development.				
11. 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: *Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the May 17, 2016 Council Meeting	CD Director	Prepare a request for proposal (RFP) for contract services for the General Plan update and present to the City Council for consideration and release.	X			RFP presented to Council for action on May 17, 2016
2. At the July 19, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Recommend to the City Council for action the selection of a General Plan Update consultant.			X	Deadline extended. Two proposals received and under review. Expect presentation on September 6 th
3. At the August 16, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Present to the City Council for consideration the formation and composition of a citizens' General Plan Advisory Committee, including potential inclusion of representatives from Neighborhood Councils.			X	Targeting September 6 th or 20th
4. At the July 19, 2016 Council Meeting	PW Director, working with CD Director, City Manager and City Attorney	Present to the City Council for consideration a report on whether to prohibit single use plastic bags from being distributed in Redondo Beach.			X	Council requested holding work on this item due to pending State action
5. By August 16, 2016	City Attorney, working with CS Director	Present to the City Council for direction options for restructuring the Redondo Beach Sister City Committee as a separate non-profit 501 c3 and/or an official City committee or commission.			X	Deadline extended. Additional time needed for research and legal review.

THREE-YEAR GOAL: *Assess, prioritize, and plan for park/open space acquisition, and for reconstruction of major City facilities and infrastructure*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 6, 2016 Council Meeting	ACM, working with PW Director, Police Chief, Fire Chief and FS Director	Assess the need for and develop preliminary cost estimates for reconstruction of public safety facilities (police station, fire stations and shooting range) and report the results to the City Council.		X		
2. At the September 6, 2016 Council Meeting	ACM, working with PW Director and FS Director	Assess the need for and develop preliminary cost estimates for City Hall reconstruction.		X		
3. By June 21, 2016	PW Director	Prepare a Budget Response Report assessing the need for and develop preliminary cost estimates for reconstruction of roadway infrastructure citywide.	X			
4. By June 21, 2016	WED Director, working with PW Director	Present to the City Council for consideration a plan for maintenance and repair of the Pier Parking Structure.	X			Included as part of the CIP for the FY 16-17 Budget
5. At the August, 16, 2016 Council Meeting	PW Director, working with Fire Chief	Determine the feasibility, right of way impacts, and costs of converting 4-way stop sign intersections to roundabouts through a resident petition program.		X		
6. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	Present to the City Council for consideration options and cost estimates for adding lights at the playing field(s) at Dominguez Park	X			
7. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	Present to the City Council options and cost estimates for adding dug outs and/or backstops at Fulton Field and Julia Field.	X			
8. FUTURE OBJECTIVE	PW Director, working with Fire Chief and WED Director	Evaluate the feasibility of docking Tall Ships at a City Pier and make a recommendation to the City Council for action.				

THREE-YEAR GOAL: **Maintain a high level of public safety with public engagement**

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By September 15, 2016	Police Chief, working with ACM and City Manager	Continue to work towards implementation of recommendations from the Assessment of the Redondo Beach Police Department.		X		
2. At the August 2, 2016 Council Meeting	Police Chief, working with City Attorney and City Manager	Research and prepare an ordinance for City Council consideration for the potential regulation of aerial drones in Redondo Beach.			X	Sample Ordinance ready and prepared. Awaiting outcomes of current cases in court and changing FAA regulations prior to proceeding.
3. By August 1, 2016	CD Director, working with City Attorney, HR Director and City Manager	Implement measures to enable City code enforcement officers to issue citations for violations of the Municipal Code.			X	Officers will require updates to their certifications. Training being scheduled. Targeting September
4. At the May 3, 2016 Council Meeting	Fire Chief, working with the City Attorney and City Manager	Complete analysis and present to the City Council a recommendation on whether to submit a proposal to Los Angeles County for the Redondo Beach Fire Department to provide 911 ambulance transport service for all emergency calls originating in Redondo Beach	X			Presentation rescheduled to June 21, 2016 Council Meeting

C I T Y O F R E D O N D O B E A C H

STRATEGIC PLANNING RETREAT

March 29, 2016 * Redondo Beach Library

Marilyn Snider, Facilitator – Snider and Associates (510) 531-2904
Michelle Snider Luna, Graphic Recorder – Snider Education & Communication (510) 610-8242

MISSION STATEMENT

The City of Redondo Beach is committed to providing the finest services to enhance the quality of life for those who live, work, visit and play in our community.

CORE VALUES

not in priority order

The City of Redondo Beach values . . .

Openness and honesty

Integrity and ethics

Accountability

Outstanding customer service

Teamwork

Excellence

Fiscal responsibility

Environmental responsibility

VISION STATEMENT

Redondo Beach will be the most livable, friendly and attractive California beach city.

10 YEAR GOALS FOR THE CITY OF REDONDO BEACH VISION

2016-2026 • not in priority order

Be the premier waterfront location on the West Coast

Secure funding for new safety facilities and City Hall

Create the most innovative law enforcement agency in America

Secure a voter-approved plan for a de-industrialized AES site

Revitalize the South Bay Galleria

Increase and enhance parks and public open space

THREE YEAR GOALS
2016-2019 • not in priority order

Modernize City communication systems

Vitalize the Waterfront, Riviera Village, Artesia Corridor and South Bay Galleria

Ensure Sustainability, Livability, and Health by completing the General Plan update and by implementing environmentally responsible programs

Assess, prioritize, and plan for park/open space acquisition and for reconstruction of major City facilities and infrastructure

Maintain a high level of public safety with public engagement

S.W.O.T. ANALYSIS

Strengths – Weaknesses - Opportunities - Threats

WHAT ARE THE STRENGTHS AND ACCOMPLISHMENTS OF THE CITY OF REDONDO BEACH IN THE PAST THREE YEARS, PARTICULARLY SINCE THE OCTOBER 2015 STRATEGIC PLANNING RETREAT?

Brainstormed List of Perceptions

- Improved labor-management relations
- Blue Zones implementation
- Citywide customer service training
- Hosted successful championship events for school and LA Kings
- Presented a report on short-term rental policy
- Defined a service model for the police officers
- Conceptual plan for Anderson Park improvements
- Approved plans and specifications for Esplanade repaving
- Completed improvements to 200 North PCH police facility
- Identified a process for updating the City's General Plan
- Implementation of OpenGov
- New Police Hiring Program
- Funding for open space
- Critical incident training for schools
- Appointment of Homeless Task Force
- Persons Assisting the Homeless (PATH) Program
- Hired Planning Manager
- Published Waterfront Draft EIR
- Leadership Redondo 2014 projects at the library
- Completed Kensington Project
- Hiring of Payroll and Finance Manager
- Completed sea lion haul out platform
- Created a Bomb Dog Response Team
- Installed scanners at the library
- Held successful July 4th events each year
- Reupholstered the chairs at the Main Library
- Implemented Falcon Program at the waterfront
- Recycling center moved to another city
- Completed multi-city Enhanced Watershed Management Program
- Completed General Plan 101 workshop
- Identified a potential canine training site
- Completed conceptual plan for Police Department security fencing
- Purchase of new fire truck to serve North Redondo Beach
- Improved community outreach with District 3 meetings
- Updated citywide speed limit surveys
- Ordinance to fund public art
- Demolished 733 Pauline Avenue
- New Gateway Park development

- Launched EIR for Galleria development
- Implemented Coffee With a Cop Program
- Completed City Hall office improvements
- Completed County Parks Assessment
- Resurfaced Aviation Boulevard
- Ranked #1 in financial practices by the Grand Jury
- City Clerk won the Award of Distinction for Elections
- Completed City Parks Assessment
- Refunding of wastewater bonds with savings
- Revision of purchasing policy and approval process for contracts under \$35,000
- Created a vision for the Police Department
- Asphalt resurfacing in District 1
- Implemented streetscape improvement in Riviera Village
- Return of musical theater to the Performing Arts Center
- Reduced commercial parking requirements
- Long-term lease of 200 North Pacific Coast Highway
- Increased neighborhood watch by 32%
- Received public works recognition by the American Public Works Association for harbor
- Changed the deployment of Police Lieutenants
- Planning Commission provided recommendations on mixed use development to the City Council
- Negotiated current labor association agreements with all groups
- Reached settlement with AES regarding the power plant
- Discussion with RBUSD around traffic circulation around every school
- Appointment of quality Department Heads
- Implementation of a paperless agenda
- Riviera Village Outdoor Dining Program
- Construction of Marine Avenue hotels
- Construction of the Harbor Drive Bike Path Project
- New retention schedules
- New City management
- Funding for major future facilities
- Completed resurfacing of Prospect Avenue
- Increased vote-by-mail election
- Created two additional Police Lieutenant positions
- Installed a bike corral in Riviera Village
- Implementation of workflow process for the agenda
- Public art on Harbor Drive
- Held a “Making the Library Safe and Sane” training
- Tap card readers on public transit
- Voted the #1 Place to Live in California by smarttravel.com
- Approved a new security agreement with the South Bay Galleria
- Completed transient vessel mooring field
- Rebuilt the boat hoist
- Power of Art exhibit at the library
- Created more stringent LORS in terms of power plant battery storage
- Created parking controls at the North Branch Library
- Report on the Harbor CIP projects
- Report on zero emission vehicles

- Employee Recognition Program to improve employee engagement
- Streamlined public records requests internally
- Implemented online course at the library
- Installed new stormwater filtration system at the Public Works Yard
- Hosted Special Olympics for three countries
- Appropriated funds for General Plan update
- Secured \$300,000 in grant funds for Ensenada Parkette
- Held public outreach meetings for boat launch facilities

WHAT ARE THE CITY'S CURRENT INTERNAL WEAKNESSES/CHALLENGES?

Brainstormed List of Perceptions

- Failure to plan for infrastructure replacement in the same way we do for vehicle replacement
- Difficulty attracting lateral police officers
- Unclear outreach expectations for developers
- Lack of quality wayfinding signage at City Hall
- Lack of front desk greeter
- Maintenance challenges for City Hall
- No succession planning
- Lack of current citywide compensation and classification review
- Limitations on how many hours part-time employees can work
- Contract limitations too restrictive and process too long and difficult
- Website for public access hasn't been improved
- Lack of qualified staff resources
- Redundant processes and policies
- Not hiring full time staff instead of part time
- Lack of onboarding process for Council
- Insufficient staffing—doesn't meet service demands
- Phoning City Hall is difficult
- Lack of technology to remotely attend Council or Commission meetings
- Not enough jeans days
- Failure to have a Grant Program Administrator
- Loss of institutional knowledge due to retirements
- Lack of training on internal process and procedures
- Understaffing in waterfront and economic development
- Failure to modernize electronic communication methods (i.e., web, social media, telephone)
- Lack of financial resources for critical capital needs
- Low participation in South Bay Council of Governments (COG) and lack of integration of community government and public safety agencies
- Lack of a directory/roster of staff members

WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A POSITIVE IMPACT ON THE CITY OF REDONDO BEACH IN THE NEXT THREE YEARS?

Brainstormed List of Perceptions

- Improving economic outlooks
- Continued low interest rates
- Potential new Measure R2 (a second Measure R)
- Move toward autonomous vehicles in improving traffic
- New PR firm for the Chamber
- Increased availability of zero emission vehicles
- Enhanced stormwater and wastewater regulations
- LA County Community Choice Aggregate Initiative
- New County Supervisor
- Rising property values
- Continued influx of “Silicon Beach” businesses
- Construction of new hotel projects
- New County Parks Bond—possible passage
- AES for sale
- Online voter registration
- Outdoor dining in Riviera Village
- Voting Super Center
- Presidential election
- New grocery stores
- Improved community health through Blue Zones efforts
- Updated infrastructure financing tools
- Grant funding for community outreach
- LA County Homeless Initiative
- Interoperable communications for public safety
- Potential external waterfront improvements
- Partnerships with school district and Beach Cities Health District
- Demographic shift toward millennials
- Galleria redevelopment

WHAT ARE THE EXTERNAL FACTORS/TRENDS THAT WILL/MIGHT HAVE A NEGATIVE IMPACT ON THE CITY OF REDONDO BEACH IN THE NEXT THREE YEARS?

Brainstormed List of Perceptions

- Increased water restrictions
- Rising interest rates
- Ballot box planning (initiatives)
- Terrorism
- Losing businesses to Del Amo Mall in Torrance
- Pension investment policies
- Rising housing costs
- Lack of investor for Artesia Boulevard Market
- Decriminalization
- Voter apathy
- Climate change
- Major earthquake
- Tsunami

- Wooden pier structure
- Overdevelopment in surrounding communities
- Sea level rise
- Bigger parking structure
- Increased minimum wage to \$15/hour
- Uncertain Federal funding
- Stormwater restrictions
- OPEB liability
- Increased homelessness
- Loss of sales to Internet businesses
- Lack of affordable housing
- Presidential elections
- Increasing PERS costs
- Potential base closure
- Mandated consolidation for elections with county
- Excessive prisoner release—AB 109
- Major storm surge
- Sea lions
- Aging population
- Increased traffic
- Retirement of long-serving employees

IDENTIFY 10-YEAR GOALS TO DESCRIBE THE CITY OF REDONDO BEACH

Within 10 years, the City of Redondo Beach will have, be recognized for, achieve...

Bramstormed List of Targets

- Be the premier waterfront location
- The Bicycle Capital of the South Bay
- Have a new Civic Center
- Provide reclaimed water for every park in the city
- Achieve a Green Line extension
- Have the cleanest beach in the Santa Monica Bay
- Be the safest city in America
- De-industrialize the waterfront
- Secure funding for new safety facilities and City Hall
- Balance investments and focus on all parts of the city
- Be the most business friendly city in America
- Actively develop and implement broadband and municipal network
- Be a model Blue Zone City
- Have the best emergency and fire response times in the South Bay
- Increase the overall sense of community in the city
- Have the highest quality of life for the beach cities
- Improve traffic conditions
- More park open space
- Edison transmission lines removed
- Premier international tourist destination with one 5-star hotel
- Reach national bikeability standard
- Streets that encourage walkability
- Have the most innovative law enforcement agency in America
- Luxury hotel in or near Riviera Village
- The most family friendly city in California
- Reinvent/rebuild the Galleria
- A robust and inventoried public art program
- Make the Forbes list as One of the 10 Best Cities to Live in the United States
- Annex Torrance 90277
- 50% reduction in homeless population
- Revitalize South Bay Galleria
- Increase General Fund revenue to resident ratio
- Improve communication with community groups and organizations
- World-class redevelopment of AES site
- Eliminate community polarization
- All stop sign intersections will be converted to roundabouts
- Fully dismantle the power plant and have an immediate, long-term plan for Edison
- Be a carbon neutral city
- Vibrant public art construction
- Most eco-friendly and tech-savvy city in Southern California
- Enhance breakwater
- Adopt and actively work a Climate Action Plan
- End homelessness
- Leader in zero emission fleet

IDENTIFY THREE YEAR GOALS

What the City needs to accomplish...

Brainstormed Goals:

- Fund fully critical capital needs
- Hire adequate staff to support waterfront development
- Improve the experience at City Hall
- Modernize the communication systems at City Hall (e.g., new website, social media)
- Increase staffing to meet service demands
- Streamline processes and policies to increase staff efficiencies
- Install minimum of 10 dining decks in Riviera Village
- Find ways to capture and enhance institutional knowledge
- Improve employee training
- Prioritize improvement and maintenance of streets and sidewalks, including fiber optics
- Build bike path on Torrance Boulevard
- Prepare and adopt a Climate Action Plan
- Shovel in the dirt at the waterfront
- Vitalize the waterfront, Artesia Corridor and South Bay Galleria
- Complete the General Plan update
- Assess and create a conceptual plan for reconstruction of City facilities and critical infrastructure
- Enhance traffic calming measures
- Implement programs to increase community engagement
- Decrease homelessness by 50%
- Issue public facility bond vote
- Improve the effectiveness of our City Commissions

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 March 29, 2016 – September 15, 2016

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

THREE-YEAR GOAL: <i>Modernize City communication systems</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the August 16, 2016 council Meeting	IT Director, working with All Departments	Identify options to make the phone system easier for the public to use and present to the City Council for information and possible action.				
2. At the June 7, 2016 Council Meeting	IT Director, working with Police Chief, Fire Chief, RBUSD and City Manager	Identify the cost and feasibility of establishing a reverse 911 notification system and report the results, with recommendations, to the City Council for action.				
3. By September 15, 2016	CS Director, working with IT Director, City Attorney and City Manager	Present to the City Council for review a status report on the implementation of a social media policy and pilot program.				
4. By April 29, 2016	CS Director	Create a City Staff Directory and distribute to all City Departments and the City Council.				
5. At the May 3, 2016 Council Meeting	IT Director	Present to the City Council for action a contract for a website upgrade.				

THREE-YEAR GOAL: ***Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria***

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVIS ED	
1. At the September 20, 2016 Council Meeting	PW Director, working with CD Director	Report on the outdoor Dining Deck Pilot Program and present options to the City Council for action regarding possible program extension.				
2. At the June 7, 2016 Council Meeting	CD Director	Report to the City Council the results of Code Enforcement's review of temporary signs on Artesia Boulevard.				
3. By June, 22, 2016	CD Director	Release the draft EIR on South Bay Galleria for public review and comment.				
4. By September 15, 2016	PW Director, working with CD Director	Evaluate the feasibility of converting Catalina Avenue, between Avenue I and Elena, to a one-way street.				
5. By August 1, 2016	WED Director, working with ACM	Present a report with recommendations to the City Council for action on the results of the public outreach meetings regarding a new boat ramp.				
6. At the September 6, 2016 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.				
7. By 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 AES Task Force (unless extended by both parties).				
8. At the July 19, 2016 Council Meeting	City Manager with City Attorney and CD Director	City Council to select consulting services firms needed to support the AES Task Force following the RFP Process used for the General Plan update.				
9. DATE TO BE DETERMINED	AES Task Force, working with Consultants	Present findings regarding options for using AES property.				

10 FUTURE OBJECTIVE	WED Director, working with Fire Chief	Develop a Transient Vessel Mooring Marketing Plan and recommend boater amenities to promote the harbor as a destination.				
11. FUTURE OBJECTIVE	CD Director, working with WED Director	Present to the City Council for action an ordinance to modify parking requirements citywide to help encourage economic development.				
11. 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: *Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs*

WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the May 17, 2016 Council Meeting	CD Director	Prepare a request for proposal (RFP) for contract services for the General Plan update and present to the City Council for consideration and release.				
2. At the July 19, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Recommend to the City Council for action the selection of a General Plan Update consultant.				
3. At the August 16, 2016 Council Meeting	CD Director, working with City Manager and City Attorney	Present to the City Council for consideration the formation and composition of a citizens' General Plan Advisory Committee, including potential inclusion of representatives from Neighborhood Councils.				
4. At the July 19, 2016 Council Meeting	PW Director, working with CD Director, City Manager and City Attorney	Present to the City Council for consideration a report on whether to prohibit single use plastic bags from being distributed in Redondo Beach.				
5. By August 16, 2016	City Attorney, working with CS Director	Present to the City Council for direction options for restructuring the Redondo Beach Sister City Committee as a separate non-profit 501 c3 and/or an official City committee or commission.				

THREE-YEAR GOAL: <i>Assess, prioritize, and plan for park/open space acquisition, and for reconstruction of major City facilities and infrastructure</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. At the September 6, 2016 Council Meeting	ACM, working with PW Director, Police Chief, Fire Chief and FS Director	Assess the need for and develop preliminary cost estimates for reconstruction of public safety facilities (police station, fire stations and shooting range) and report the results to the City Council.				
2. At the September 6, 2016 Council Meeting	ACM, working with PW Director and FS Director	Assess the need for and develop preliminary cost estimates for City Hall reconstruction.				
3. By June 21, 2016	PW Director	Prepare a Budget Response Report assessing the need for and develop preliminary cost estimates for reconstruction of roadway infrastructure citywide.				
4. By June 21, 2016	WED Director, working with PW Director	Present to the City Council for consideration a plan for maintenance and repair of the Pier Parking Structure.				
5. At the August 16, 2016 Council Meeting	PW Director, working with Fire Chief	Determine the feasibility, right of way impacts, and costs of converting 4-way stop sign intersections to roundabouts through a resident petition program.				
6. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	Present to the City Council for consideration options and cost estimates for adding lights at the playing field(s) at Dominguez Park.				
7. At the May 17, 2016 Council Meeting	CS Director, working with PW Director and ACM	Present to the City Council options and cost estimates for adding dug outs and/or backstops at Fulton Field and Julia Field.				
8. FUTURE OBJECTIVE	PW Director, working with Fire Chief and WED Director	Evaluate the feasibility of docking Tall Ships at a City Pier and make a recommendation to the City Council for action.				

THREE-YEAR GOAL: <i>Maintain a high level of public safety with public engagement</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. By September 15, 2016	Police Chief, working with ACM and City Manager	Continue to work towards implementation of recommendations from the Assessment of the Redondo Beach Police Department.				
2. At the August 2, 2016 Council Meeting	Police Chief, working with City Attorney and City Manager	Research and prepare an ordinance for City Council consideration for the potential regulation of aerial drones in Redondo Beach.				
3. By August 1, 2016	CD Director, working with City Attorney, HR Director and City Manager	Implement measures to enable City code enforcement officers to issue citations for violations of the Municipal Code.				
4. At the May 3, 2016 Council Meeting	Fire Chief, working with the City Attorney and City Manager	Complete analysis and present to the City Council a recommendation on whether to submit a proposal to Los Angeles County for the Redondo Beach Fire Department to provide 911 ambulance transport service for all emergency calls originating in Redondo Beach				

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: <i>Modernize City communication systems</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On September 20, 2016	IT Director, working with Community Services Director, Police Chief, and City Attorney	Present to the City Council for action a contract with ArchiveSocial and determine naming convention, configuration of each social media account, and contact persons in order to launch the social media pilot project by November 1, 2016.				
2. By November 1, 2016	Police Chief and CS Director, working with IT, City Attorney and City Manager's Office	Police Department and Community Services launch pilot program with approved uses of social media				
3. By February 1, 2017	IT Director, working with several departments, Workforce Investment Board, SBCCOG staff and consultants	Continue participation in the development of a South Bay regional broadband fiber optic master plan feasibility study in anticipation of a completed feasibility report by January 2017.				
4. By March 15, 2017	Police Chief, working with Fire Chief and the Board of the Interoperability Network of the South Bay (INSB)	Proactively seek funding and identify the equipment necessary to migrate the Redondo Beach analog radio communications to the new digital format once the INSB's infrastructure is built out.				
5. By November 1, 2016	IT Director and Library Director	Complete Library broadband connection to the CalREN (California Research and Education Network) as part of CENIC (Corporation for Education Network Initiatives in California) to implement the next generation of high speed broadband service for patrons of the Main and the North Branch libraries.				
6. By January 1, 2017	IT Director, working with all City Departments	Install digital signage highlighting City news and events in lobbies of City buildings, including the libraries.				
7. By January 1, 2017	IT Director, working with all City Departments	Complete upgrade and launch of new City website with a presentation to the City Council planned in January 2017.				

8. At the January 3, 2017 Council meeting	IT Director, working with all City Departments	Present to City Council for action a contract for a phone system upgrade to be implemented over a six-month period ending July 1, 2017.				
9. By March 1, 2017	IT Director, working with Police Chief and Fire Chief	Provide follow up information on possible alternatives for establishing an emergency notification system either with an expanded use of Nixle or through a separate system.				
10. By February 1, 2017	IT Director, working with all City Departments	Implement Office 365 in place of Office 2013 for all computer users resulting in enhanced file storage, user access, and system reliability.				
11. By January 1, 2017	City Clerk, working with IT Director	Implement NOVUS agenda management and video streaming of City Council and City Commission meetings.				

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: <i>Vitalize the Waterfront, Artesia Corridor, Riviera Village and South Bay Galleria</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVIS ED	
1. By November 1, 2016	CD Director, working with WED, legal counsel, ACM & City Manager	Present to the City Council materials to conduct the appeal hearing regarding the Waterfront Project				
2. By December 1, 2016	WED Director, working with legal counsel, ACM & City Manager	Present to the City Council for action the transaction documents for the Waterfront Project				
3. On November 14, 2016	WED Director, working with CD Director and ACM	Present to the Harbor Commission an application for construction of a Public Boat Launch Facility				
4. By February 1, 2017	WED Director, working with ACM	Prepare and submit materials to the State Lands Commission for consideration of a Trust Exchange of applicable Tidelands and Uplands property for more consistent boundaries				
5. On November 1, 2016	PW Director, working with CD Director and WED Director	Conduct public hearing on the proposed renaming of Artesia Blvd to Redondo Beach Blvd				
6. By March 15, 2017	CD Director working with PW Director	Prepare and present to City Council an update report on the Dining Deck Pilot Program in Riviera Village				
7. By November 1, 2016	CD Director	Release the draft EIR for the South Bay Galleria for public review and comment				
8. By March 1, 2017	WED Director working with Fire Chief	Present to the City Council for consideration a report transitioning the responsibility for vessel moorings to a third party operator				

9. FUTURE	WED Director and PW Director	Report on sea level rise and potential impacts on the Redondo Beach Waterfront				
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CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: <i>Ensure sustainability, livability, and health by completing the General Plan update and by implementing environmentally responsible programs</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVISED	
1. On September 20, 2016	CD Director, working with City Manager and City Attorney	Recommend to the City Council for action the selection of a General Plan Update consultant.				

<p>2. By November 15, 2016</p>	<p>CD Director, working with City Manager and City Attorney</p>	<p>Present to the City Council for consideration the formation and composition of a citizens' General Plan Advisory Committee, including potential inclusion of representatives from Neighborhood Councils</p>			<p>Per our "Project Schedule" the first meeting of the GPAC is scheduled in "Month 7" (March 2017). Tasks that must occur prior to initial GPAC Meeting are the following:</p> <ol style="list-style-type: none"> 1. Kick-off Meeting and Project Protocols (10.13.16); 2. Project Format, Branding, Templates and Base Map (10.13.16-04.21.17, 6.5 Months); 3. Data Gathering and Review (10.21.16-12.23.16, 2 months); 4. Develop Community Participation Plan (10.07.16-11.18.16, 1.5 Months); 5. Stakeholder Interviews (10.25.16); 6. Initial Communitywide Workshop (02.02.17). <p>October 18, 2016 date can be held if we are presenting to the City Council a resolution confirming their desire to form a GPAC and the methodology, member selection process, schedule, and expectations-powers-authorities-duties of the GPAC.</p>
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3. By January 17, 2017	CD Director and IT Director	Initiate General Plan Social Media Platform(s) for ongoing Community Input on the General Plan Update				This date assumes the City Council approves the pending "social media policy". This date is based upon three (3) drivers: 1. The completion of "Task 2.1 Develop Community Participation Plan (11.18.16); 2. The completion of the GPU website link(s) which will require coordination between the consult and City's IT Department (Anticipated end of Month 3, 12,20.15); and 3. Prior to initial Communitywide Workshop (02.02.17).
4. By March 17, 2017	CD Director, working with City Manager	Convene formal, public meetings of the General Plan Advisory Committee				
5. By February 2, 2017	CD Director, working with City Manager	Convene City-wide public workshops (one for each of the 5 Districts) for discussion and input on recommendations and policies for the General Plan Update.				
6. By March 1, 2017	CD Director, working with PW Director	Present a feasibility analysis for recycling water options for use in regular City irrigation and operations.				
7. By March 1, 2017	CD Director, working with PW Director	Present a feasibility analysis for solar power installations on public facilities and public spaces.				
8. On January 3, 2017	CS Director, working with City Manager and Police Department	Present to the City Council an option to extend the agreement with People Assisting The Homeless (PATH) for an additional calendar year.				Current agreement expires January 17, 2017.
9. DATE TO BE DETERMINED	City Manager working with CD Director and City Attorney	City and AES Representatives to meet and confer as necessary and discuss implementation of an AES Task Force, its purpose, organization and membership and other details relevant to the formation of the AES Task Force consistent with the terms of the Settlement Agreement between AES and the City.				

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: <i>Assess, prioritize, and plan for park/open space acquisition, and for reconstruction of major City facilities and infrastructure</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVIS ED	
1. By February 1, 2017	CS Director, working with PW Director	Survey, assess and record the condition of existing parks, park amenities, open spaces and park facilities in the City				
2. On March 7, 2017	CS Director, working with CD Director	Present to the City Council a policy to provide a modern definition of Public Open Space in the City				
3. On February 7, 2017	CD Director and CS Director, working with FS Director and City Attorney	Present to the City Council options to update the City's QUIMBY Developer fee, used to develop parkland and recreational facilities				
4. By February 1, 2017	CS Director, ACM and PW Director	Renew the City's Right Of Way Agreement (ROW) with Southern California Edison for the North Redondo Beach Bike Path parcel and Catalina Avenue Landscaped parcel and report back to the City Council on the possible installation of public parking on the Herondo ROW and new landscape and exercise stations in the ROW near Artesia Blvd.				
5. By March 1, 2017	CD Director and CS Director, working with PW Director	Create a survey of successful "green roof" strategies utilizing public and private facilities in other cities for urban cooling and/or public engagement				
6. By February 1, 2017	PW Director, working with Police Chief, FS Director and ACM	Complete an assessment and preliminary cost estimate for the demolition and construction of a new enclosed police shooting range at the existing shooting range site				
7. By March 17, 2016	ACM, working with PW Director, Police Chief, Fire Chief and FS Director	Complete a high-level assessment and develop revised cost estimates for the repair and/or replacement of major facilities (police station, fire stations, PW yard) on the "Unfunded" CIP list				

8. By January 17, 2017	PW Director, working with WED Director and ACM	Complete the assessment, constructions plans, and specifications for the completion of Phase 1 repairs to the Pier Parking Structure				

CITY OF REDONDO BEACH  **SIX-MONTH STRATEGIC OBJECTIVES**
 September 15, 2016 – March 15, 2017

ACM=Assistant City Mgr CD=Community Development PW=Public Works WED=Waterfront and Economic Development CS=Community Services IT=Information Technology FS=Financial Services HR=Human Resources

THREE-YEAR GOAL: <i>Maintain a high level of public safety with public engagement</i>						
WHEN	WHO	WHAT	STATUS			COMMENTS
			DONE	ON TARGET	REVIS ED	
1. By March 15, 2017	Fire Chief, working with FS Director and City Manager	As part of mid-year budget review, research options for restoration of the Fire Training Officer Position in the Fire Department.				
2. By November 1, 2016	Fire Chief, working with all City Departments	Present to the City Council for action a contract with Film LA to implement a City Film Permitting program.				
3. By January 31, 2017	Fire Chief working with HR Director	Conduct recruitment, establish eligibility list, and implement hiring of budgeted entry level Firefighter/Paramedics.				
4. By March 15, 2017	Fire Chief, working with HR Director and City Manager	Evaluate feasibility with goal of full implementation by June 2017, of Fire Department Rescue Swimmer Program.				
5. By March 31, 2017	Police Chief working with HR Director	Reach goal of full hiring and retention of the budgeted complement of 96 police officer positions.				
6. By November 30, 2016	Police Chief working with HR Director	Complete promotional recruitment and testing process for replacement of retiring Police Captain position, followed by Lieutenant and Sergeant promotional tests.				

7. By December 31, 2016	Police Chief, working with newly established RBDP Foundation	Increase beach police presence and response capability via implementation of donated Utility Terrain Vehicles (UTV's) on the sand.				
8. By March 15, 2017	Police Chief working with IT Director	Research and expand usage of the existing Police Records Management System to full system capability thus increasing department efficiency.				
9. By January 1, 2017	Police Chief working with City Attorney's Office	Establish a Redondo Beach Police Foundation to help fund equipment, programs, and enhancements in the Police Department.				
10. By October 1, 2017	Police Chief working with PW Director, City Attorney and City Manager	Develop policies and procedures for the handling and storage of materials recovered in calls involving homeless individuals.				
11. DATE TO BE DETERMINED (Possibly July 2017)	Fire Chief, working with HR Director, PW Director and IT Director	If awarded ambulance transport contracted by Los Angeles County, proceed with hiring of part-time personnel, purchase of apparatus and equipment, and provide associated training.				

SUSAN BERK is a business and management consultant who has gained national recognition for her work with cities, government agencies, major corporations, libraries, hospitals and health systems, public health agencies, small business, education, non-profit boards of directors, Public Works, utilities and water resources agencies, and professional associations. Her experience, insight and humor have made her a sought after speaker.

Her appointments have included: Chairperson of the L.A. County Productivity Investment Board; Pepperdine University Alumni Board; Board of Directors for the Foundation for Effective Government; 1st Vice-chair of the Quality & Productivity Commission for L.A. County; Planning Committee of the American Diabetes Association; Los Angeles County Economy and Efficiency Commission, and Chair of the Women's Rights Project for the American Civil Liberties Union. She currently sits on the Board of Directors for the HELP Group providing services and schools for children with autism and mental and learning disabilities.

Susan Berk received her masters degree from Pepperdine University and her bachelors degree from UCLA. She has directed her own successful consulting firm for over thirty years, designing timely, reality-based systems and programs for her clients. She has written four books on healthcare reform and continuous quality improvement for the California Association of Hospitals and Health Systems. She has coordinated the Women's Business and Management Programs at UCLA Extension, and served as advisor to the Hotel and Restaurant Management programs at Loyola Marymount University. She has served as faculty for both the bachelors and masters management programs for the University of Redlands, and has been a guest lecturer for UCLA, USC, Cal State L.A. and Pepperdine University.

She works extensively on helping nonprofit and public organizations, agencies and utilities to actualize strategic goals and to bring their operations and management processes into alignment with those goals. She emphasizes achieving visibility and superior "customer" relations through the management of Continuous Quality Improvement, service scripting, service reengineering and values-based team service systems—especially during "tough" times. Her broad expertise includes the following:

- Strategic Management for the Changing Public Environment
- Building a Positive Work Environment
- Management and Supervisory Skills for Improving Performance
- Managing Transitions Of Cutbacks, Downsizing and Organizational Restructuring
- Making Dynamic Presentations
- Executive and Management Teambuilding Retreats
- Individualized Management "Coaching"
- Providing Services Through Times of Changing Organizational Systems and Structures
- Preventing Harassment in the Workplace
- Nonprofit Board/Council Development: Visioning, Strategic Planning, Board-Staff Relationships
- Results-oriented Meetings: Getting Listening To Around the Conference Table
- Influencing Decisions Making and Managing the Politics of the Organization

Clients include:

California Joint Powers Insurance Authority	Cedars Sinai Medical Center
Toshiba America Information Systems, Inc.	American Diabetes Association
California Municipal Business Tax Association	Association of Community College Administrators
City of Hope	J. Paul Getty Museum
Office of the Inspector General, DHHS, OEI	Quality and Productivity Management Association
Los Angeles Community College District	Water and Sanitation, City of Ventura
Denny's Inc.	Saint Joseph Health System
Los Angeles Dodgers	Personnel and Industrial Relations Association
Department of IT, City of Pasadena	Southern California City Clerk's Association
City of Pasadena Public Works	Jet Propulsion Laboratories
Mattel Toy Company	Widefield Water and Sanitation District
Los Angeles Board of Education	Pasadena Unified School District
S.W. Fisheries Research Center	Kaiser Permanente
American Heart Association	American Society of Association Executives
Municipal Managers Association	California Assoc. of Hospitals and Health Systems
L.A. County Public Health	Army and Navy Academy
Los Angeles County and City Libraries	Los Angeles County Department of Beaches and Harbors
Los Angeles County Sheriff's Department	El Pollo Loco
California Institute of Technology	Cerritos Library
Irvine Ranch Water District	Hospital Trustee Associations

Cities of : Newport Beach, Lakewood, Long Beach, Del Mar, Thousand Oaks, Ventura, Simi Valley, Alhambra, Redondo Beach, Cerritos, Commerce, South Gate, El Monte, Norwalk, La Palma, Lynnwood, Santa Clarita, Santa Barbara, Pasadena, Fullerton, Whittier, Chino, Inglewood, Santa Paula, Anaheim, Lawndale, Oxnard, Yorba Linda, Huntington Beach, Arcadia, Riverside, Palos Verdes, Placentia, Hawaiian Gardens, Ventura, Vail, Prescott Valley, Port Hueneme

Susan Berk, Management and Staff Development phone 818-990-7459 susanberk@pobox.com

**CITY OF REDONDO BEACH
STRATEGIC PLANNING SESSION**

Wednesday, September 14, 2016

8:00 a.m.

Redondo Beach Public Library, Meeting Room (303 N. PCH, 2nd Floor)
(Convene First in the Redondo Beach City Council Chambers)

8:00 a.m. Continental Breakfast

MORNING SESSION

8:30 a.m. Welcome: Purpose of the Retreat, Public Comment and Introduction of the Facilitator and Council and Administrative Participants - - Steve Aspel, Mayor

Agenda and Strategic Outcomes for the Day -- Susan Berk, Facilitator

Restatement of City of Redondo Beach:

- Mission/Purpose Statement
- Vision Statement
- Core Values/Guiding Principles
- Three-Year Goals (2016-2019)
- Ten-Year Goals (2016-2026)

Moving from Strategic Vision to Actualizing the Strategic Goals

Review of Draft Objectives for the six month planning period from September 14, 2016 through March 15, 2017 – Joe Hoefgen, City Manager and Department Heads

Discussion by Mayor and City Councilmembers

12:00 p.m. Group Lunch

AFTERNOON SESSION

12:30 p.m. Core Values/Guiding Principles: Expectations we set for “how” we will carry out our Mission and Goals.

Making our Values visible to the public, our employees, businesses, visitors, vendors, etc.
Determining how values influence the reputation of the City and the performance of our employees.

Creating clarifying statements for each of the Core Values.

Next steps

Summary of the Retreat and Closing Remarks

Select Next Date for Strategic Planning

3:00 p.m. Adjourn



Administrative Report

Commission Action Date: October 10, 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 FY2016-17 annual budget and is part of the department's annual work program.

Submitted by:

Stephen Proud
Waterfront and Economic Development Director