

ROUGHLY EDITED COPY  
CITY OF MANHATTAN BEACH  
CLOSED SESSION & REGULAR CITY COUNCIL MEETING  
REMOTE BROADCAST CAPTIONING  
OCTOBER 3, 2017

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>> Mayor D. Lesser: We will open the closed session of Tuesday, October 3rd, 2017.

We begin with a pledge to the flag.

All rise, please.

Hand over your heart, and begin.

[ Pledge of Allegiance ].

Are there any public comments regarding the subject matter of the closed session?

>> Roll call.

>> Mayor D. Lesser: Roll call.

I was thrown off my game by the pledge of allegiance.

>> Council Member Napolitano.

>> Here.

>> Council Member Hersman.

>> Here.

>> Council Member Montgomery.

>> Here.

>> Mayor Pro Tem Howorth.

>> Here.

>> Mayor Lesser.

>> Mayor D. Lesser: Here.

Now we will move on to public comment.

Would any member of the public care to address the comment?

Seeing none, is there an announcement in open session for the items to be discussed in closed session.

>> Q. Barrow: Pursuant to government code section 54956.8, the city council will now go into closed session to discuss real property negotiations with the city manager concerning the property known as the Metlox site.

>> Mayor D. Lesser: Thank you.

We will stand in recess.

[ Closed Session].

>> Mayor D. Lesser: Mr. City Attorney, is there an announcement in open session for the actions taken in closed session.

>> Q. Barrow: Yes, Mayor.

The city council went into closed session to discuss the items identified in the agenda.

The city council gave direction to its negotiator.

There was no other reportable action taken.

>> Mayor D. Lesser: Thank you.

We stand adjourned.

For those in the audience, our regular meeting will begin in about 20 minutes.

[ Closed Session adjourned ]

>> Mayor D. Lesser: I would like to call to order the city council regular meeting of Tuesday, October 3, 2017.

We will begin with a pledge to the flag.

All rise, please.

Hand on your heart.

And begin.

[ Pledge of Allegiance ].

>> Mayor D. Lesser: Madam City Clerk, can we have a roll call, please.

>> Clerk: Council Member Napolitano.

>> Here.

>> Clerk: Council Member Hersman.

>> Here.

>> Clerk: Council Member Montgomery.

>> Here.

>> Clerk: Mayor Pro Tem Howorth.

>> Here.

>> Clerk: Mayor Lesser.

>> Mayor D. Lesser: Here.

Before we begin our ceremonial calendar, we will vary from our posted meeting agenda tonight.

The horrendous mass shooting in Las Vegas two nights ago has impacted countless lives and hit our community particularly hard.

Manhattan Beach Unified School District special education teacher Sandra Casey and Manhattan Beach police department records technician Rachel Parker are among the dead who were senselessly murdered.

We will be adjourning our meeting tonight in honor of Rachel and Sandra.

For now, our city manager, police chief, and the Manhattan Beach Unified School District superintendent will help us remember who they were

and discuss a community vigil scheduled for tomorrow night at 6:30 at the Manhattan Beach Pier.

Mr. City manager.

>> M. Danaj: Thank you, Mr. Mayor, members of council.

Our community and Manhattan Beach employee family were indeed touched by the national tragedy in Las Vegas.

The Manhattan Beach police department lost Rachel parker, as you said, a records technician specialist, who was about to celebrate her ten-year anniversary with the city.

She will be missed for her exemplary service, positive attitude and volunteerism with our older adult community.

And the Manhattan Beach unified school district lost Sandy Casey, a special education teacher in our middle school.

She undoubtedly touched hundreds of young lives throughout her career.

To remind us in a little more detail who these wonderful public servants were for all of us, I would like to call up to the podium our police chief Eve Irvine followed by Rose Aarons to share some thoughts about Sandy.

>> Good evening.

Eve Irvine, Police Chief.

Before I start to tell you about Rachel Parker and our lass, I want to send our condolences to every victim that was affected by this.

Not only the 59 victims who lost their lives or to who were killed but to the 550 other victims who were affected by this and the

thousands of people that are going to be affected by that as well from their families.

This was a senseless and tragic event, awful act of violence.

So Rachel Parker, our Rachel Parker, bubbly Rachel, there she is on the right and on the left.

There you go.

Bubbly Rachel, five" 11" of bubbles.

She was with us for nearly ten years in the Manhattan Beach Police Department.

She was actually the first person you saw when you came into the police department.

She worked the front desk.

And she always had a smile.

She also had a sensitive side to animals and the older adults in our community.

She would regularly go to their luncheons during the week.

She got her bachelor's degree last year and it was in social work with a concentration on older adults within the community.

So she did a practicum on older adults in the community.

That was really neat too.

She got her degree from Colorado state university.

She was also in the process of applying for graduate school.

She had just bought her first condo, so she was all thrilled about that.

She has two Rottweilers that are bigger than me, but they are just amazing.

She enjoyed baking, one of the things that she was amazing, she would bake cookies for everybody at the police station and before you turn around they were all gone.

She was wonderful with that.

She was a valued member of our family, and she did so much for this community.

Much like a lot of the other employees in our police department, Rachel, her life was taken too short from us.

She was a bright and shining star.

She will always light up our station, and we will get through this.

We do want to give our condolences also to Sandy Casey.

We understand this is not just about Rachel.

It is about the entire community being affected by this senseless act of violence.

I just want to say that she was also a wonderful fan of country music.

She just was an absolute fan of country music.

And she died there doing something she absolutely loved.

But what a terrible way to have a life cut short.

Thank you for closing the meeting in Rachel and Sandy's honor.

The police department here, as you can see, there are a bunch of police officers and our civilian support personnel all over here and from the bottom of our hearts we thank you.

Because we are not going to forget Rachel, and we hope you don't either.

Thank you.

>> Thank you, chief.

I'm Mike Matthew, superintendent of our school district.

I'm going to introduce Rose Aarons, vice principal of the middle school very soon.

My day began very early.

My second call was to chief Irvine at 5:00 a.m. She is never a good call at 5:00 a.m. She learned about our employee, Sandy, who we knew had passed by that time.

What I want to say is, as always, Chief Irvine was helpful in figuring out how we proceeded a number of ways, but most of all she was sympathetic, she was caring, and she was everything I know our police and our city -- all the characteristics they always have.

And I'm grateful for that relationship.

And who knew that later that same day we would find out that Rachel Parker was part of the tragedy as well.

So I reached out later on, but it is unbelievable that our two employees were impacted, two beautiful people.

Our day at the middle school was spent -- people started coming in.

I met Rose at 6:10 in the morning at the middle school and people started coming in right away.

Sandy was a special education teacher, and Rose will tell you about her class.

But the amount of outpouring of emotion and support from our students and the teachers and the parents has been unbelievable.



She was loved for her energy, her enthusiasm, but most of all for her love for what she did and her students.

I have received countless e-mails and phone calls from our community and also from around the country, and they go a long way.

We are sending out an e-mail just after this meeting after the next steps with all of that.

I want to thank the city for including us in this closing ceremonial tonight, the adjournment, but also in the vigil tomorrow.

We look forward to gathering together and supporting each other and just recognizing lives that were cut off too short.

I do want to thank Rose for her leadership.

Just as the chief said, there were a lot of victims, but we also had survivors there who were victims of amazing trauma that will be with them for a long time.

We have to work with that too.

Rose, thank you for stepping us and leading.

I would like to introduce to you Rose Aarons about Sandy in her classroom.

>> Hi.

Good evening, everyone.

I have to say when I look up at that picture of Sandy what comes to mind is that great smile.

She exuded that joy.

To know her from a distance, you would think that she was quiet.

She would not have appreciated -- she would not have been comfortable with this amount of attention on her right now.

But I think at the same time she would be proud that she has really become a face of special education, an advocate in that way.

Where you saw Sandy's personality really come out is in her classroom.

She lit up.

Her energy, her passion, her mentoring of the adults in her classroom was incredible.

There are people in that room now that are in the program getting ready to graduate and become special education teachers themselves.

Her commitment to kids for their advocacy -- in their add okay.

As an administrator I would have to say at times she was just a little bit of a bulldog.

But her commitment to them, their growth, their needs was always at the forefront of her decision-making.

She means so much to our MBMS community.

The community at large.

She has touched countless lives.

Our kids are still processing, especially in that classroom.

The support they are receiving from within and outside has meant so much to them.

One of the kids asked, well, who knows Ms. Casey.

And the response they received was, well, the world.

And they really had an opportunity to talk about her.

But they also shared things like did you know when she walked into the classroom she always said, it is so cold in her.

Did they know that sometimes she wasn't funny and that she had terrible handwriting.

So those were some of the moments that we have had in that classroom in helping the kids process and the adults process as well.

I think she would look down and be proud of how we are working in her honor, as that has really been our focus.

So I appreciate the opportunity to speak about Sandy to help you see who she was, and she will be missed and has left an indelible impression on so many.

So thank you.

>> Mayor D. Lesser: Thank you.

>> Mr. Mayor and the council, as you noted earlier, Mr. Mayor, there will be a vigil held at the base of the pier tomorrow at 6:30 p.m. to honor Rachel and Sandy as well as all of those who were lost and injured.

While it is a simple ceremony, it will be an opportunity for the community to come together in portfolio and in healing.

Thank you.

>> Mayor D. Lesser: Thank you.

Okay.

Thank you.

We now move on with item C, our ceremonial calendar.

And we will begin with item 1.

Item one is a recognition of past and present parks and recreation commissioners involved in founding, planning, and supporting the annual Manhattan Beach Salute to the Troops event.

By way of background, the city has hosted its annual third annual Salute to the Troops event this past July.

It is a concert at Polliwog Park that honors and thanks current and retired service members and their families.

The event has been greatly appreciated by military families and the community.

It has grown each year, and it now kicks off our city's summer concerts in the park at Polliwog Park.

The founders of the event and their donors have not been fully -- and its donors, rather -- have not been fully recognized to date, which is why we are honoring them tonight.

The idea originated with the parks and recreation commission along with city staff.

Key leaders were former commission chair Steve Rothans who is here with his family and the late Tom Allard, a Vietnam veteran, and whose widow succeeds him on the commission.

We cannot name all involved, but many commissioners were involved.

The community is so grateful to the work of the commissioners who were involved and the many city volunteers and staff members of the now-annual event that honors our military service members and their families.

And I believe, Council Member Montgomery, you wanted to say a few words before we invite them down.

>> R. Montgomery: Thank you, your Honor.

I would like to point out that the idea itself came with the city but it started with this group of people to your right.

The person that will never take credit for it is Steve Rothans.

He will never say it was his idea.

But it was his idea.

He deserves a round of applause for bringing the idea forward.

[ APPLAUSE.]

Thank you, your Honor.

>> Mayor D. Lesser: In which case, can I have all those involved -- I see a number of familiar faces here.

Former and current commissioners, we have some certificates and some city bling.

Actually, former commission chair Steve Rothans, would you like to say a few words?

[ APPLAUSE].

>> Just briefly, I want to thank and recognize my colleagues who have served and continue to serve on the parks and rec commission.

This city council and its predecessor who helped support the event and helped us calendar and promote it.

City staff Mark Leyman, Linda Robb, Kristin Martin, who worked so hard to support it every year.

But this event is about the veterans and their current military and families.

It is not about us.

It is about recognizing those who serve in the uniform and recognizing them.

Thank you, and let's recognize them every year, if we can.

Appreciate it.

[ APPLAUSE.]

>> Mayor D. Lesser: For Steve Rothans as the founder, we have a city certificate.

And one of the nice aspects of this event is city challenge coins are handed out to our service members, or a certain number that arrive.

And there have been certain donors who helped pay for those coins, one of whom is Steve.

It has just been this generous way to thank our service members, so it is fully appropriate, I think, we all think, to offer is city challenge coin to Steve.

[ APPLAUSE.]

The other city commissioners involved in founding the event.

Start with them.

We have Tom Allard, and we have Sue here tonight, who was on the parks and recreation commission.

We have a certificate for Tom, a coin for Tom and a certificate for you as well as a coin.

Thank you.

The current commission now plans this event in conjunction with city staff.

Next is Janet Jones, former commissioner Jones.

Thank you.

I'm getting help from Mayor Pro Tem Howorth.

Fred manning, commissioner manning.

Thank you.

Kathleen for valueless.

Susan Carter.

Olivia TUFLE.

J.J. texture manning.

Russ Allen.

Adam is not here.

Grace Lawson.

No.

Ken Weimert.

We are missing one.

We will get you one.

Can we have a big round of applause for everyone.

[ APPLAUSE.]

Can we get a picture perhaps

You go?

And commissioner man know wants to say a few words.

>> First of all, I want to thank everyone for coming to this and express our deepest condolences to both Sandra and Rachel.

I knew Rachel well, and it is a tremendous loss for the community and all involved.

I want to point out I am wearing the first Salute to the Troops shirt that we gave out at the very first concert.

And in return I want to give to our city council members and staff a complimentary challenge coin from not only the first but the second concert.

If I could pass those out.

>> Mayor D. Lesser: We will do a picture and maybe pass those out.

We will move on to our second ceremonial item, a presentation of a certificate of recognition for George butts for his longstanding service to our community through the Manhattan Beach CERT program.

Later this month longtime resident George butts will be moving away from Manhattan Beach to begin his next chapter.

He has previously been recognized in this chamber but tonight I want to take a moment to say thank you and bid him fair well.

George is one of the members of the Manhattan Beach emergency response association.

What is Manhattan Beach CERT for those who might not know.

An all-volunteer organization created to enhance disaster preparedness and emergency response in Manhattan Beach by raising community awareness, leading training programs, providing volunteer support to the Manhattan Beach fire and police departments and most importantly, being organized to assist when a disaster strikes.

We are all aware of the importance of preparation following the recent natural disasters in the news in Texas, in Florida, in the Caribbean, in Mexico.



Ensuring our community is prepared for disaster has been George's passion and his vision through Manhattan Beach CERT for more than a decade.

We wish George and his wife Linda all the best in their next adventure and thank them dearly for all of the work they have done in the community and being such a moving force behind Manhattan Beach CERT.

George.

[ APPLAUSE.]

For you, sir, we have a city certificate and also a city challenge coin to remember us.

Would you like to say a few words?

You are rarely at a loss.

>> Of course.

>> He said of course because those who know George know that he is rarely at a loss.

>> Wayne talks longer than I do.

And Wayne's going to get up tonight and talk about a CERT class that is going to take place the first weekend of November.

And our new council member will be in that class, and then all of the council members then will have been through the CERT training again.

OY.

You know, it has been a great ten years, and it is ten years next month that chief can I yell la and I sat down at a neighborhood watch meeting and talked about putting on the first class that was in November.

In February of '08, eight of us sat down with the chief and decided to incorporate and organize and put this together.

Over the last almost ten years we have trained over 400 members of our community.

We have pieces of equipment that can be deployed in each of the four corners of our community, including a mass casualty incident trailer.

The eight that we are -- other than Wayne, I don't think there is anybody else here from the original board of directors.

If you are, I didn't see you.

Raise your hand.

Eric.

Good to see you, my friend.

Eric Hartman and Wayne and myself and others.

Peter champagne, who I'm sure everybody here knows, but many others took part.

Yuriko Strong.

Eric Strong, member of our fire department, his mother, was one of our original board members.

And over the years the board has grown and we have grown and we do a lot more training.

We have grown with the community.

And I have to thank all of those that have been in CERT, because I think we have all become friends.

I'm going to miss you all, but it is time for Lynn and I to move on and go enjoy the rest of our lives.

My neighbors aren't happy, are you.

No?

I know.

Yeah.

But she is on the board of directors, and she is going to stay here and keep things going.

If I may, would everybody that is a CERT member please stand up.

We got a few of us around here, very good.

And I appreciate you all coming out and helping me do this.

But again, I didn't do it myself.

It took all of us to do it.

And Chief Kiela, who is the new president now, and as of last night when I resigned as vice president, the guy standing next to him, Chris Richardson, or known as Santa Claus around here, Chris is your new vice president.

So it has been an honor, truly an honor to be able to put this organization together and with all the help of everybody else and the city.

We couldn't have done it without the city's help and their support.

And I thank all of you.

And we will come back and visit and maybe I'll send you my address and you can come to Boise.

>> A. Howorth: I'm sorry.

Well, I'm not really sorry.

I'm really going to miss you because you have been somebody who has not only been active in CERT but in other ways in our community.

And when you and Linda are here in the audience, whether supporting a cause or participating, I just am reminded of the best of what our community is, people who get involved and give up their time.

And you say you didn't do it alone, and you didn't, but your passion and your skill set really drove this organization to grow.

And to help our community be better prepared.

And I would like us to all really try to, if you haven't participated in CERT or if you have neighbors who haven't, to keep it growing, and that would be such a great tribute to George, to his legacy, to make it really even go to the next level.

Because I know I have felt a lot better having taken the training and understanding what was going to go on.

But, man, you have really done us all a huge favor.

And you will be hugely missed, as will Linda.

So thank you.

>> Thank you.

[ APPLAUSE ]

>> I wrote down one other thing, and then I didn't look at any of my notes.

But up behind here, all of our guys in blue that are our firemen that are on tonight.

And I will tell you that we couldn't have done it without them and the respect that we give to them every day, and they have in turn over the years come up and they respect what we are trying to do just to help them out.

And we love all of you guys.

We appreciate everything that you do and all of the help that you have done to train us overall of these years.

That's it.

[ APPLAUSE.]

>> CERT-TAINLY.

Get Linda down.

[ APPLAUSE.]

>> I told George I'm going to miss the crawfish party.

Linda's not.

>> Wayne, I got a city pen.

>> This one you earned, George.

>> Mayor D. Lesser: Fred, can you check your certificate real quick?

Do you have your certificate?

Excuse us just a moment here.

Okay.

We are almost done, everybody.

Can we have order, please.

The last ceremonial but certainly not the least, and not to undervalue it, is a presentation of certificate of appreciation to the Hometown Fair board in honor of their 45th anniversary.

This Saturday and Sunday October 7th and eight marks the 45th Manhattan Beach Hometown Fair.

It opens at 10:00 a.m. and closes at 6:00 p.m. at the Live Oak Park and Dorsey field.

Fair board members were acknowledged last December and fee waivers were discussed at council at the last meeting but we have not had an opportunity to properly recognize the fair on the occasion of its 45th anniversary.

The fair simply plays a significant role in our community, and we are grateful to the many volunteers, community organizations, and city staff members that make it possible.

Think about all of the boots and the craft, the food, the arts, the community organizations, games, the beer and wine gardens, think funnel cake, think goldfish that you never thought you needed.

The performance stages, the bands, community showcase at the Joslyn Center, kid country activities, pony rides, petting zoo and the list go on and on.

What an important poof our community.

And all of us on council wanted to properly recognize the board for their volunteerism, volunteering their time to make this possible for the benefit of the entire community.

Thank you to all, and please, I see a number of red shirts representing members of the board and the fair committee.

If you could all come down, please, we would like to properly recognize you tonight.

[ APPLAUSE.]

>> There are a ton of us.

>> Mayor D. Lesser: President of the board, if you want to introduce yourself and introduce members of the board that are here tonight.

>> Okay.

First of all, I want to say when you are done with this can you come join the board in. I mean, you are a fabulous ambassador for us.

My name is Bea Zymbalist and I'm president of the fair this year, and we have a ton of current members here and former members.

I don't know if I can even name them all.

We will be here all night.

But I do want to give a couple shout outs to our former presidents.

We have Maggie Mobius here and Kelly Richard Montgomery.

I think I saw Susan Johnson, Susan Adams, Susan Sweeney.

Susan apparently is a prerequisite to be on the fair board.

And so many of our other members here.

We have Mark and Joyce and Kim and Peter and Joe and Sharon and Eric and oh, God, genie and Sandra and Mike, Nelly, HILDE.

I feel like, Steve, you should be a member as well, Gina and Wendy right next to me.

I wanted to debut our new shirt for this year.

We had John Von hemmers if he would -- did I say it right.

>> Yes, you did.

>> Who did endless summer.

He did the design this year.

Come out and get one of these fabulous shirts.

And I think it is going to be a wonderful fair and a great opportunity for everyone to just come out, hang out with your friends,

your neighbors, and in times like this, this is the kinds of events that we need to keep our community together.

So we look forward to seeing everyone there, and thank you for this honor.

Appreciate it.

[ APPLAUSE.]

>> Mayor D. Lesser: On behalf of the city, we have a certificate, and for each and every one of you we have a city pin.

So let's first get a photograph.

>> Mayor D. Lesser: In we could have order in the chambers.

By motion of the city council, this is the time to notify the public of any changes to the agenda or remove items from the city consent calendar for individual consideration or rearrange the order of the agenda.

Council members, is there any proposed revision?

Council Member Hersman.

>> N. Hersman: I just move to approve the agenda and waiver of full reading of ordinances.

>> I will second that.

>> Mayor D. Lesser: Can we have order, please.

>> S. Napolitano: I would like to pull item seven.

>> Mayor D. Lesser: There is a request by Council Member Napolitano to pull item number 7.

I'm not going to pull it but I will have when we get to the consent calendar a brief discussion of item number 9 by our public works director when we get there.



In this case there is a motion by Council Member Hersman and has been seconded by me.

Council Member Hersman.

>> N. Hersman: Well, I should change my motion to approve -- actually, no.

Don't we -- as amended.

Okay.

As amended 7 and 9.

>> Mayor D. Lesser: Call for the question, please.

>> Clerk: Honorable mayor, votes have been recorded, motion passes 5-0.

>> Mayor D. Lesser: Next we move on to item E, city council And Community Organization Announcements of Upcoming Events.

It is an opportunity for members of the public to speak to the council about upcoming events.

>> Clerk: There are two, Ty Mellinger and Wayne Powell.

>> Before I start, I would like to send my condolences to the family of the victims of the Las Vegas shooting.

Hello, my name is Ty Mellinger.

I'm the secretary of the Red Cross youth club at MBMS.

We are excited to announce we will be having a booth at the Hometown Fair this weekend.

At our booth we will be talking about earthquake preparedness and we will be accepting donations through checks and credit cards.

We would like to announce our club has raised over \$20,000 so far.

Donations are used by people affected by disasters big and small including Hurricane Harvey, Irma, and Maria.

Our booth will be located on valley drive in front of the Joslyn Center.

Look for the signs that say MBMS Red Cross youth club.

Thank you for your time and we hope to see you at the fair.

[ APPLAUSE.]

>> Mayor D. Lesser: Thank you.

That is amazing.

Terrific.

>> \$20,000.

>> Wayne Powell, communications director for the Manhattan Beach community response team.

Good evening, honorable mayor and distinguished council members.

First of all we will have a booth Saturday and Sunday also at the Hometown Fair.

But I'm here to announce our next class.

We are doing something new.

It is going to be Thursday November 2nd through Sunday, November 5th.

I can't read that far.

It is in the evenings on Thursday and Friday and all day Saturday and Sunday.

It is not new.

I think we have done it once before.

And when I helped found the organization about 12 years ago one of the things we talked about was mass casualties.

But then and up until recently we were thinking about earthquakes, and of course we all know what happened recently in Mexico.

Because so everyone needs to be prepared for earthquakes or fires or floods.

The one thing now is when we saw on TV what happened in Las Vegas, we noticed that there were CERT members and individuals, heroes, that were helping others stopping bleeding, administering CPR.

So I urge everyone, everyone, including Steve, to take the CERT program.

>> Mayor D. Lesser: Thank you.

>> It will also be good if you have a relative, a loved one, or a neighbor who has a heart attack or stroke.

Please by all means attend a CERT program.

Thank you.

>> Mayor D. Lesser: Thank you.

Any other members of the public care to make a community announcement.

>> Clerk: Mr. Mayor, I have one more.

Melissa McCullen.

>> Mayor D. Lesser: Please.

>> Good evening.

I'm Melissa McCullen with the Manhattan Beach Library.

Just two quick announcements about upcoming events.

We are having our next late night at the library in partnership with the city's cultural arts department this Friday, October 6th, from 8:00 to 10:00.

We will be featuring the artist Jose Lozano, Michael bell and there will be drinks for everyone.

Please stop by if you are free.

We are also offering a series of three water colors for teens and adults in October on Sundays.

October 15th, 22nd, and 29th from 2:00 to 4:00.

The local artist ray Patrick will be leading those.

No registration is required.

So please just come.

If you have any questions, feel free to call the library.

Thank you.

>> Mayor D. Lesser: Thank you.

Are there any additional community organizations or announcements?

I see one more.

>> Good evening.

Joseph Ongoco from the Beach City Masons.

And I'm delighted to invite the public to our stated dinner where we will be honoring Manhattan Beach's fireman of the year, policeman of the year, and neighborhood watch volunteer of the year.

We will be hosting the annual booth we do for child ID at the Hometown Fair and we hope that those of you who have been using that every

year will update your child ID and those who don't have it yet will come to visit us.

Thank you.

>> Mayor D. Lesser: Thank you.

Are there any additional members of the public who care to make an announcement?

Seeing none -- Mayor Pro Tem Howorth.

>> A. Howorth: I have two things.

One, I wanted to mention there was another very successful north Manhattan Beach art walk, I believe it was last weekend.

Is Jackie May still in here.

I wanted to thank her for all the hard work she did to organize that and make that happen.

Because I think it is a wonderful event, and maybe she can get some other volunteers to help her with that, because it is a really great thing.

The other thing that I wanted to mention, before the tragic events of Sunday night happened, I was going to ask my colleagues to adjourn in memory of a local South Bay kind of legend who passed away this weekend, former Torrance Mayor Dee Hardison.

Dee served two terms as the mayor of the City of Torrance.

She also served two terms as a city council in Torrance.

She spent over ten years as a parks and rec commissioner and a planning commissioner.

And she originally got involved because she wanted to get a park built near her house.

So she got involved, and boy did she ever.

Some of the awards that she won, was awarded in her life, if Jared and Sydney Torrance award, the highest award they offer in Torrance, the Torrance Y woman of the year, Switzer Center South Bay woman of the year.

The sports center at Wilson Park was named after her as well as the Hanley Hardin institute at L.A. biomedical institute.

So we will not be adjourning in her honor, as we have some folks that maybe are nearer and dearer, but I want to let you all know that a great woman has passed and a great public servant, and may we all try to do as much for our communities.

So thank you.

>> Mayor D. Lesser: I have an announcement as well, and that is we have been talking about disaster preparedness, and we are all numb to what has been in our news as of late.

But the visual images of Mexico and the earthquakes that have struck that city all remind us that we need to do what many of us talk about but don't do, and that is prepare inevitably for disaster.

It was mentioned that people can get training at the MB CERT program but also I'm pleased to announce that November 6th in the Joslyn community center there will be a community meeting and workshop with Dr. Lucy Jones, the former U.S. geological service earthquake lady, as she was commonly known, who is going to speak and provide practical tips as well as really explain the significance and importance of being prepared for the inevitable, which is a disaster.

Council Member Montgomery, I see you wanted to speak.

>> R. Montgomery: I will tag on to paper's comments about the art work.

I know Jackie was there.

And another cultural arts commissioner I saw.

Thank you for being there and giving me a nice tour of the north end art would being.

I enjoyed it.

>> A. Howorth: Jackie missed it and I thank you.

>> Staff has two community announcements to make.

>> Mayor D. Lesser: Please.

>> Good evening.

Real quickly we are kicking off our trash survey.

You can get our link through open city hall and our website or through the "Beach Reporter" or Facebook or twitter, all of our social media outlets, and we want to know what you think about our current service.

We will be preparing app RFP to go out and we need your feedback.

It is open through October 31st.

Please log on and take our survey.

>> Mayor D. Lesser: Thank you.

>> Good evening.

I just wanted to put out there that we will be having our mobility plan community meeting this Thursday from 6:30 to 8:00 and the location has been changed.

The notice that went out stated that it was in the police fire community room, but it will be here in council chambers this Thursday from 6:30 to 8:00.

Thank you.

>> Mayor D. Lesser: Thank you very much.

We next move on to item F, public comments.

This is an opportunity for members of the public to address council for up to three minutes in length.

If you would like to address council, we ask that you fill out a yellow card and provide it to the the city clerk for purposes of minutes.

If you hear your name called, if you could please come and sit in the row behind the podium.

>> Clerk: Thank you, Mr. Mayor.

I have Fred Manna, Isabel Horry, Bruce Greenberg and Mike Dunn.

>> Mayor D. Lesser: Please.

>> Good evening.

Thank you, Mr. Mayor, and distinguished city council.

My name is Fred Manna.

I think everybody is getting tired of hearing that here at this meeting.

But I wanted to first of all thank you for revitalizing the bicycle mobility plan and putting it on your agenda tonight.

I think it is an extremely important move.

It has been a long time in the coming.

And it is time to kind of get this going.

Although we have been doing some very interesting things on it.



I think adding signs is a good move, but I think it is just really the tip of the iceberg.

And what I did was I walked Manhattan Beach Boulevard where we put them down.

It was contentious for you who were on the city council at that time.

And I looked for signage on Manhattan Beach boulevard, which I did see on the southbound side in particular, not as much on the northbound side.

I have one question, has anyone everyone ever come back to you and complained about the sharrows on the road?

I would be surprised about that.

I don't think anybody would complain about sharrows being added at any point in time.

Also going down it, I did notice that I had to look for the signs, and I was walking.

And they weren't necessarily that visible.

When I came to a stop sign or crosswalk sign, which is great, the crosswalk signs, pedestrian signs, are fluorescent yellow, the stop signs are obviously red, very easy to spot.

Bicycle signs, not so easy.

So I'm wondering if drivers are going to be able to see those that well.

What they will see is sharrows.

They will have to ride over them in many cases.

And that will be a big safety issue for people that are using those streets.

The signs are great, but the sharrows, everybody's going to see those.

Those are the first things you are going to notice.

So I think that is a big issue.

And then the other thing is I think anything we do we have to consider connectability.

Not only inner-city connectability, which is extremely important, but intercity that we can get to the other cities, the nice thing about Manhattan Beach Boulevard is the sharrows extend from 15th to 8th and picks up a bike lanes in both directions and goes to Hermosa.

That is the connectivity we need.

But if you take the bike rows on Rosecrans, they are great, but they start on Sepulveda and end on Highland and there is really no safe continuation for a person to ride their bike and no easy way to get down to the bicycle path on the beach.

So I think connectability has to be a real big issue.

And when you add sharrows into that I think it helps with the connectability and they are a very inexpensive form of creating safety.

If there was a problem with any of them they are easily removed.

Thank you.

>> Mayor D. Lesser: Thank you.

>> Clerk: Ms. Horry.

>>.

>> Hello, city council.

My name is Isabel Horry, and I'm a 7th grader at MBMS.

My friends and I love riding our bikes around Manhattan Beach.

But we always feel unsafe.

When cars are passing by, I'm always afraid of what will happen.

With bike lanes, my friends and many more people will feel comfortable biking.

If there is anything that you can do to create more bike lanes, it would be greatly appreciated.

Thank you.

>> Mayor D. Lesser: Thank you.

>> Clerk: Mr. Greenberg.

>> Good evening, council.

I'm Bruce Greenberg.

I'm here representing on behalf of my children, who are currently at sports practices.

But we are also thrilled to see that tonight you are considering the bike mobility plan.

We live near Joslyn Center.

My younger son goes to Grandview.

And we frequently bike together to school.

There is no safe bike route from Joslyn Center, Live Oak Park, a major destination in the city, to Grandview Elementary, another major destination.

Unfortunately my son will never experience the freedom, the sense of independence that comes from biking to school, which I did when I was his age.

So hopefully we will be able to address it.

Speaking on behalf of my older son, who is at the middle school, we are going to experiment a little bit more this year.

We did a little bit of biking to school last year, but it is challenging living near Live Oak Park, Joslyn Center, and there is no really good route east to west, west to east in our city.

One of the things we pride ourselves on in Manhattan Beach is a small town feel.

And I think this is something that would really help enhance that, being able to get around our small town on bikes, let kids ride to school, ride to the parks, ride to see their friends.

So thank you very much for your consideration tonight.

>> Mayor D. Lesser: Thank you.

>> Clerk: Mike Don.

And after Mike Don it is Julian Katz, Bill Victor, ray Joseph and Jackie May.

>> Good evening, Mayor Lesser, members of council, city staff.

First, let me extend my sympathy to the families and friends of the two lovely people we lost who won't be coming back to Manhattan Beach.

I'm sorry.

I'm on the board of the South Bay bike coalition.

I'm also a member of the Beach Cities Health District health community committee.

We are all working together for better health and safety and bikeways in the South Bay.

In Hermosa Beach, where I live, I want to tell you what we are doing lately to try to encourage you to join us under the auspices of Mr. Massey, our mayor, who has become a good advocate for bikeways.

Embarked on doing bikeways in the next few months on pier avenue, sharrows on Ardmore and on Valley.

And we are looking forward to connecting with Manhattan Beach so we can bike all the way, essentially, from Redondo beach from 190th street all the way up to the mall.

All you need to do is do it.

That is what it takes.

That is not so easy.

It takes leadership and it takes will.

It seems to me that our communities here in the three cities certainly but even in the seven cities from the bike master plan are kind of stuck in the 20th century.

We look north to Santa Monica and we look south to Long Beach, those two cities have moved forward with dispatch to doing bikeways.

No one here, I think, as I look around, has a longer exposure to 20th century thinking than me.

But I have tried to come out of the 20th century.

When I moved here in 1989, I bought a bike.

And that kind of led me to, one, become a volunteer and become an advocate and to think 21st century.

And the rest of the country is moving forward, but somehow we need to encourage ourselves here in this city to move forward, and my city and the other cities here in the South Bay.

So you can help the community move forward into this century with your leadership, and that is what I am trying to get you to do tonight.

I urge you to resolutely support and limit the South Bay bike master plan, which is coming up later this evening.

>> Mayor D. Lesser: Thank you.

>> Thank you.

>> Clerk: Julie Katz.

After that, Bill Victor.

>> Mayor D. Lesser: We went a little bit out of turn.

Michael Don.

Julian has been bossing me around for many years.

He said he was going.

Thank you for your time.

And really thank you for your leadership.

The bicycle master plan was approved by the council and by councils in seven cities six years ago, and there have been not a lot of things done but the things that have been done are really making a difference.

I ride every single day on Rosecrans when I commute to work from Manhattan Beach, my home, to Venice.

And it has made all the difference in the world to have bike infrastructure there.

We thank you for doing that.

And as mentioned earlier, what you did on Manhattan avenue, it has just made people more aware there are bikes around.

And the more awareness and the more safety, the more people will get out of cars and onto bikes, which I know we would all like to see.

I strongly urge you, the recommendation by the staff was very, very well done.

And I would ask that you consider as Fred mentioned adding sharrows in addition to the bike signage.

Things that sharrows to are primarily remind people that bikes are around.

They also let bikers know which direction to go.

While we have helped train and give classes to over 2,000 youth in the last year, we need everybody to understand which way to go.

Sharrows don't change the law.

They don't change where people ride.

They don't attract people from other areas to come see a share row.

It just tells people where they should ride and that there may be riders there.

So we really hope that you will consider adding those sharrows on the lanes that were mentioned in the report.

We generally do support the staff report, what they have suggested was great.

And we suggest that you always look at the bicycle master plan, which was done at a fair amount of expense, by professionals.

So we think they have great recommendations in there and can provide guidance.

There are a lot of other people here who are supportive of this.

One of the things that we also do is respect your time.

So I wanted to just have anybody else that is here or came here that is supportive of what we are doing on the bikes to just stand up for a second.

And what we are doing is we are not going to ask them all to come talk, and that will save an hour and a half of your lives.

But please recognize that there are more than just a few people that are very interested in this happening.

And again, you guys can sit down.

I know you have to bike later, you'll be tired.

So just want to thank you again for your leadership and please take this opportunity to not only do the signs but add the sharrows.

Thank you.

>> Mayor D. Lesser: Thank you.

>> Clerk: Mr. Victor.

After Mr. Victor, ray Joseph, Jackie May, and Michelle Murphy.

>> Don't count this in my time.

I'm just passing things out.

By the way, if you have four items to talk about, you still only have three minutes?

Is this the new transparent government we have now?

>> Mayor D. Lesser: My understanding is nothing has recently changed.

>> So can we have more than three minutes if we have four items.

>> Mayor D. Lesser: I will ask the city attorney to confirm.

Mr. City Attorney.



>> Q. Barrow: You are limited to three minutes at this time.

>> So that is less than we had before.

Okay.

Here is something that I'm going to be discussing.

It was supposed to be on the table but it wasn't, submitted by Robert bush, so I will do it for him.

But I chose to not put it as part of my minutes.

I'll start now so you can count.

I am very much in favor of biking and I have biked a lot and I'm very hot for safety.

But one thing that seems to be conspicuously absent from all the discussion, and maybe I'm wrong, I always stop at a stop sign when I am a bike rider.

Is that what is the law.

Just tell me because it will save a lot of lives for pedestrians and bike riders.

And as an attorney in Manhattan Beach I have been asked to represent people on both sides of bike versus cars.

And I think reminders to people what the rules are for bikers would be very helpful and should be generated also by the terrific cast of experts that we have here tonight.

That is all I have to say.

I support bike riding.

I think it is great, it is healthy.

I also think it should be safe.

And people zooming down 9th and wharf streets not stopping at the crosswalks, into the strand, it is really scary.

Maybe not for them, but it is for the drivers.

So that is my comments on that.

That is the fourth item.

The first item that I really planned to talk about was undergrounding that is on the subject tonight.

I don't want to stay here long enough to hear the thing.

I would like to see it on the screen, if we can.

I think we need more integrity in the presentation of the undergrounding expenses.

There was attached to the September 5th, 2017, staff report a chart of the estimated cost to undergrounding utilities in District 8, and I'm very familiar with District 8 since I have property there.

My assessment was going to be \$54,000 plus the \$20,000 to connect and add the new panels for electric.

The range that is indicated here, and I did a little survey of my own knocking on doors and speaking with people.

They thought this meant that the prospective estimate will be between \$12,000 and \$20,000.

I got information, the list, under the public records act, and it is not true.

The price for the estimates for people in District 8 reached well over \$100,000 -- not well over, but over \$100,000, and that did not include the connections.

This is misleading.

A lot of people become comforted.

I also suggest that you are going to be discussing this, the percentage of how the votes are, it should be of all people who are the -- the percentage of all people who are permitted to vote.

Some are in hospitals, some are in another city, and so forth.

I think that is the way it should be, percentage-wise.

Also, I think, actually, that older people, if there is a property owned by any person over 60 -- that is three minutes?

>> Mayor D. Lesser: That is three minutes.

>> Wow.

I'll finish this sentence, then.

They should be counted double so that it makes it fair, like other cities do.

So thank you.

I wanted to talk about other items, the way fairer signs, which is no estimate, and the cafe at the pier which is being buried.

Anybody who wants to know about it can discuss it with me.

>> Mayor D. Lesser: Thank you.

>> Thank you.

>> Hi.

There has been a lot of talk tonight about disaster preparedness and a number of things along those lines.

Public safety is a big part of that.

And I wasn't able to speak at the previous meeting where you were talking about cell phones.

These are really important.

They are a safety tool.

I don't buy one for my son so he can play games.

I buy one so I can get in touch with him.

Just this last week he was trying to call me for half an hour while I was on the hill section of a client's house, no reception.

Was it an emergency.

No.

But I would like to be able to avoid the emergencies with my child by being able to answer what his needs are, go pick him up, assist him and do other things.

There have been many other times, for example.

At my ex's house, her neighbor came running into her house with her 2-year-old unconscious screaming for her to call 911 because she had no cell reception.

There was a girl who was hit on the secrete Street by my house, we all ran down there, whip our phones out, no cell reception and she is laying in the street.

Someone had to run to her parent's house and get a phone

These things are important.

And I saw that AT&T applied for a permit over a year ago to put towers in.

You go anywhere west of Highland there is no coverage.

No towers in south Manhattan.

We have no coverage.

And it is going to be an ongoing problem because technology is always evolving.

They are always going to have to change out the towers.

One provider is good now, won't be good in two years because they have to replace towers.

If it takes two years to replace a tower, we will constantly have this problem.

You have to figure out a better solution to providing good coverage, because it is safety.

So many people this is their primary phone and they don't have landlines and we have to provide that coverage for people.

Thank you.

>> Mayor D. Lesser: Thank you.

>> Clerk: Mr. Mayor, I have two more speaker cards.

Jackie May and Michelle Murphy.

>> Good evening, council.

It is a really sad day for the city.

And it is a shock to everybody.

I had some connections, and it just hasn't hit home yet.

I know everybody's kind of feeling bad today.

But I wanted to thank the community for the North Manhattan Beach Art Walk.

It was a great success, again, even more so than the first one.

I want you to know that I'm the sole creator, inventor, organizer, didn't have help from anybody, no one helped me make a phone call, nobody helped with anything, I did it all myself.

And next time I had some people come to me and offer to help, and they are professionals and I think it is going to be even better next time.

So tomorrow night at poncho's at 6:00 p.m. is the meeting for the North Manhattan Beach B.I.D. if anyone wants to attend and let them know what you think.

That would be great.

I want to thank you again, and I have always said as a commissioner international airport to work with the council.

So I want to talk to you guys about future ideas.

These artists have so many ideas and it is so exciting.

I appreciate very much you guys.

You are all so great.

Thanks for your support.

>> Hi.

I'm here to talk about undergrounding.

It is not my first time talking about undergrounding.

I have a point of order, actually, first.

I'm wondering why it now says legislative text on staff reports, because it is not legislation, but that is what it says.

I imagine it is because you bought some great program and that is what it says.

It is not really accurate, and it is nice to be accurate.

>> Mayor D. Lesser: You can ask at the conclusion of your remarks, and this doesn't count into your time.

>> Thanks, sorry.

>> Okay.

And then the legislative text, or text, staff report, I was looking at, is the one about undergrounding today, specifically about District 4, which it never mentions the fact four was not just four, but 4A and 15.

It has a unique thing it has been allowed to gerrymander itself. I just watched the parrot thing.

The rule, that you council made up, you have to wait a year before you start a new petition drive and then you start a new thing.

Well, District 4 failed and they didn't wait a year.

They gerrymandered and got 4A.

That wasn't quite right so they did 15.

This has been a district treated differently all along, and I'm wondering if it is because Nick tell lives in it.

And it started back in 2005, and you assume things are okay, because one of them in 2005 seems not very likely.

My husband, who is now up in the Sierras, he can't be here tonight and I can't check with him, but it was told to him that District 4 would have to start over.

They don't have to wait a year, because it has been how many years.

But they have to do a petition if they want to start a new district, which is what it will be.

The dead districts cannot be revived by your magical powers.

That is not the way it will be.

The system you set up does not allow for that, so you'll be breaking your own rules if you follow what the staff report says.

The staff report also talks in terms of residents and representatives of the district.

These are proponents of only, you have nobody apparently that is against it.

I think there are some people who probably live in the district that don't want to pay \$50,000 or \$60,000.

The outreach has been by proponents.

They find the people they want to find and they say everything will be great and crazy.

It will be wonderful.

There will be no risk to you.

And I think it is a risk to your reputation if you follow the recommendations because staff report.

That is to say you will not be following the law that you set up.

Instead you'll once again be giving that district special treatment.

As rid, by the way, who wanted to be here but couldn't, wanted me to pass along that if you did this it would be unconscionable.

Passing that along from he'ser.

It says there is no risk to the city of losing money, that you will be money-neutral.

I don't think that.

It has happened before when you got what we call the bribe.



When rich people gave monies to cover the cost until it passed.

I can't tell whether that money was given back to them or not because it never came to a vote.

Instead the council at that time in 2008 said stop the districts so they came and asked for their money back.

Not sure what happened.

I think you should know more about the history and this doesn't really tell you the history.

And I think you should be careful about how you treat minorities, and not only minorities but the people who don't necessarily want that to happen.

>> Mayor D. Lesser: Thank you very much.

Any members of the public care to speak on public comment.

I'm sorry, ma'am.

If you would like to address council, we ask for you to come down and, if you could, please fill out a yellow card.

In the interest of time, if you would like to speak first, you may, but we will ask you if you could fill out a yellow card.

>> My name is Moni Stepsick and I have lived for too many years to tell you how many.

We moved here in 1972.

And we were proponents of undergrounding in our district.

I live on south point set that.

I am not rich.

And at the time it didn't go through in our district.

And someone approached us and said there was a possibility, and we said, well, we would like to underground if our whole area -- we live on a hill -- and we would be for it.

And I know the people that are involved in it are actively contacting a lot of people, not just the people that are for it, as she so nicely put, but they are trying to contact everybody in the neighborhood and get input to be fair.

And no, I don't know the price of it.

And at the time we talked about undergrounding before, at the time I would have said over here, here is my money.

But when we retired, at that time we were doing it, old earl people, retired people had an option to roll the cost into either different ways to pay for it.

And I assume that would be something like that.

And I haven't worried about it too much, but I do think that it is not being random down people's throat, and I'm sure the city will make sure it is handled fairly.

Thank you.

>> Mayor D. Lesser: Thank you, ma'am.

Any other members of the public care to address the city council?

Seeing none, I will close public comment.

And just for clarification, I would ask the city clerk to clarify the question about legislative text that has apparently printed on the staff report.

>> Clerk: Yes, Mr. Mayor.

There are two versions of the agenda packet that are online.

One is the Word version which you actually have in your packets that does stay staff report.

The other does come from the software, because it is an automated agenda solution, and that does pull up the research from the legislative text which is why it labels it that way.

>> Mayor D. Lesser: It is the same report.

>> Clerk: It is the same report.

>> Mayor D. Lesser: Thank you very much.

Okay.

We next move on to item number G, the consent calendar.

I see there has been a motion by Council Member Montgomery, and the motion is...

>> R. Montgomery: To approve four, five, six, eight, and not seven and nine.

>> Mayor D. Lesser: And I will just simply ask a quick question of the public works director, but I will second the motion just to move it forward.

And my issue is, I'm in favor of the item but I simply want the public to know what the item is that it has been approving.

It has been in the news, a significant issue in the state news as to legislation passed in the last legislative session.

>> S. Katsouleas: SB1 is an additional tax on vehicles that generates funding that will potentially be lost from gas tax revenues with the advance of more fuel-efficient cars.

So this funding really became available at the very tail end of our budget session so we didn't have time to include it.

We have since received guidance on what we need to do each year in terms of accepting those funds.

And first and foremost it requires adopting a resolution for what you intend to spend that money on.

And so before you tonight is that new process that the state has outlined and we intend to spend the money on a road resurfacing project on Manhattan avenue and Highland avenue that we had slated that had estimates that were nine years old.

Obviously today they are more expensive.

So we are proposing to roll these funds into that project.

>> Mayor D. Lesser: Thank you.

This is going to result in how much supplemental funding from the state each year.

>> S. Katsouleas: So currently it is about \$200,000 but it will eventually be \$700,000 or \$800,000 annually.

>> Mayor D. Lesser: Thank you very much.

Any questions from council.

If not, there was a motion by Council Member Montgomery seconded by me.

Council Member Montgomery, did you want to make any comment?

>> R. Montgomery: I was going to call for the question.

No, she answered my question.

I'm good to go.

>> Mayor D. Lesser: Great.

Call for the question.

>> Clerk: Honorable Mayor, votes have been recorded.

Motion passes 5-0.

>> Mayor D. Lesser: Thank you.

>> Mayor, just one question, was item nine part of that motion.

>> Mayor D. Lesser: Item nine was part of that motion.

Thank you, the question is clarified.

Next we move to H, items removed from the consent calendar.

Council Member Napolitano did pull item number 7, which is consideration of ordinance to amend title nine to modify the plan review and permit expiration sections of the Manhattan Beach Municipal Code and clarify the issuance of permits to owner/builders.

Madam community development director, please.

>> A. McIntosh: I'm Anne McIntosh, community development director, and Ryan H. Is here, and we are happy to answer your questions.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: Yes, the benefits and drawbacks of having served before.

I was on council previously.

There was real reason at the time as to why we limited the time that you could do these things between the plan review and the permit expiration.

The owner-builder permits I have no issue with.

But as far as plan review expiration and permit expiration, even if everyone adheres to what the current expiration dates are, it is 180

days for the plan review expiration with a 180-day extension possibility, nothing after that.

The permit expiration, you had two years to build what you said you were going to build.

Now, the explanation here is that with all the complications of building in Manhattan Beach it takes longer than what the code allows.

I understand that and appreciate that.

Even with this abandoned property, abandoned building ordinance that was passed, which I think is open to challenge and ambiguity, I still think there should be some hard line here.

And because there are changes in the building requirements.

And after a while they should be brought up to code if they have taken too long, because there were people some years ago who were just sitting on the permits that they had because they wanted to lock themselves into a certain zoning and then sit on that and basically do nothing for years and try and sell it with the zoning or start and not finish.

One of the reasons why that abandoned property ordinance came into place is because these things where are being extended and nothing was being done.

So I'm willing to propose to double what we currently have, but I think there should be -- and I appreciate the discretion for staff too, but I also know there are accusations of favoritism and things like that that staff shouldn't have to be subject to.

Having a hard finish on some of these things, permit expiration, two years isn't enough?

Fine, four years.

180 days plus 180 days isn't enough.

Fine.

Make that two years.

But I think there should be some hard deadlines that people have to complete a project by, because if they don't, they are able to go on and on and on and argue that they are entitled to go on and on and then drag us into court over it.

That doesn't help anybody either.

>> If I may, before I call on Council Member Montgomery, does staff have a response to the basic question raised by Council Member Napolitano.

>> Sure.

Honorable Mayor and city council, thank you for letting me explain, or discuss with you.

So we are not trying to take away any of the current limits in the code other than the finite limit where it is the two years.

So we are trying to make sure that all of the methods that we currently have to deal with projects that have stopped for 180 days, projects that aren't moving forward and things like that are still addressed.

But what we found is that some projects, due to no fault of the owner, or even the idea of finishing, do get extended.

For instance, sometimes the contractors don't finish a project.

And we need to deal with that in a way that works best for each project.

What we are looking to do is make sure that we retain the ability to stop projects and that we have a written request at the same interval as currently.

We have found that some projects need more time than the one year or two years we have a current finite limit on it.

>> Mayor D. Lesser: Is there any concern with simply doubling the time periods.

>> It is definitely something that we can look at.

Doubling would include almost all of the current projects that we have, so that would be something that could be feasible.

It doesn't leave any ability to address a project if it does leave longer, and if that is what the council wants to address, we can accommodate that.

Doubling does include most of the project time lines we see in the building department currently.

>> Mayor D. Lesser: Council Member Montgomery.

>> R. Montgomery: Let me ask you and Anne another question.

Those of us who live near a house being built and have seen it be dragged on longer than two years, and don't enjoy it.

If you can't build a house in two years you are in the wrong profession.

Take the mall and commercial buildings out of the equation for a second.

You mention here the reason you wanted to minimize neighborhood construction impacts and keep new construction consistent.

That is great.



But you couldn't enforce it because you didn't have the tools to do that.

Isn't there a new program that we are buying notify you if someone is close to having a permit, two years and it is not ready and there is no reason why they are extending the construction period.

We don't know the reason.

The engineer quits or the architect passes away.

Those are extraordinary.

But the general rule, two years to build a house, I can't imagine why, one, extend that person's right to build two more years, and you mentioned you have some that are not unusual, correct.

>> We get requests to extend pretty commonly.

>> R. Montgomery: And the reason is because of...

>> It can range from the ability to get subcontractors to the site or the contractor or architect has left the project for one reason, whether they have died, moved on.

Keep in mind we are recommending this for multiple types of projects.

We are recommending this for commercial types and residential, two separate codes.

>> R. Montgomery: I'll say reserve comment, but that is the main issue.

I understand commercial.

Totally different animal.

But to a single-family residence, if you build on the street, building more than one home, you don't want to extend more than two years.

I'll reserve that comment.

>> Mayor D. Lesser: Any other council questions.

Council Member Hersman.

>> N. Hersman: No, just thinking about it.

>> Mayor D. Lesser: Thank you.

I'll open this item up for public comment.

Any members of the public wish to address the council on this  
item.

Seeing none, I'll close public comment.

Council Member Montgomery.

>> R. Montgomery: I'll start over again.

I think it is important -- I'm not trying to impact.

I see where you are coming from.

I understand why the commercial projects, the malls, and you  
want to see them finished.

But to me you disincentivize someone to finish a project in some  
time, if you say don't worry, ex-extend it two more years and drag it out.

Why would I want to do that for someone who should be competent  
to build a house in two years ago.

>> S. Napolitano: I wasn't making the argument in favor of it.

I was there when it started.

But to address the concerns that the staff is dealing with now,  
which apparently -- I don't know what the percentage is of the projects  
that are that are coming back of aver all projects.

That would be good information to have.

It can't make these deadlines.

But I'm not in favor of it but I was trying to find some way to extend it without saying endless, like it was proposed here.

>> Mayor D. Lesser: Mayor Pro Tem Howorth.

>> A. Howorth: And I appreciate what Council Member Napolitano's trying to do, because staff has come into us and there is clearly a problem they are having or seeing.

And I actually -- I'm not trying to incentivize someone or disincentivize someone, but sometimes there are problems where maybe your contractor gets sick or maybe you are having a funding issue for a little bit, and I think that to then have to start again and go back and reapply for the permits and the money involved, that disincentivizes folks to actually improve their property or do more work.

I'm willing to follow the staff's recommendations, but I'm also perhaps -- perhaps a compromise would be to double the amount of time and to see if that gives ample time for folks.

And if there is stale problem, staff can come back to us.

But I also think -- and I'm sorry.

Is Anne still standing there.

Sitting?

She is still sitting.

I think that this is an effort to bring us up to par with the state's standards, correct.

So if our standards are stricter than the state's standards, that is sort of a problem to me because if in Hermosa or El Segundo, places on either side of us, have an easier time doing property renovations, it, that is a problem.

So I would be willing to go with what Steve was saying and hear back from staff if that is still a problem.

>> Mayor D. Lesser: Council Member Hersman.

>> N. Hersman: Thank you.

It seems to me if you are building a house, and we are talking about houses, you are incentivized to get it done as quickly as possible.

The longer it takes, the more money it costs you.

Pretty straightforward.

I'm not sure that having a deadline forces people to change what they are going to do.

I think people are incentivized, and it can apply to commercial as well.

They want to get it done.

If you are commercial, you want to get your business open and started.

I don't think the incentive is a problem here.

It seems to me that as Council Member Howorth mentioned, it is the state standard to allow, and we have restricted it.

It may have worked for a while but they are running into a problem now.

The staff is trying to get the work done as fast as they can, because there is more coming behind all the time.

So I personally agree, what the staff has introduced is fine with me.

If we do come up with some middle ground or some type of time line, but I'm not sure we need that.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: I wasn't looking at it as incentive or disincentive.

More as a relief for the folks around.

The incentive of any individual owner or builder is up to them and some folks have enough money where they could sit on it for quite a long time and not care.

Really, I'll just say that the state, like the city L.A., is no example to follow.

>> Mayor D. Lesser: For my comments, I would say I share the views expressed by Mayor Pro Tem Howorth and Council Member Hersman.

My family just completed.

Completed a major home renovation.

-- -- and especially with commercial properties, the owners there have the monetary motivation to keep it finished.

I'm happy to embrace some form of compromise, consistent with Council Member Napolitano's comments, to come up with a shorter period of time, which extends what we have now.

Before I call up Council Member Montgomery, I see that a motion has been made by Council Member Napolitano, and that motion is...

>> S. Napolitano: Motion would be is consistent with what I spoke about earlier, doubling the times from the 180 days and 180 days and making it 540 days, if my math is correct.

It usually isn't.

>> It is 360.

>> It was 180 before.

>> S. Napolitano: With the extension.

>> Got it.

Sorry.

>> S. Napolitano: Round it out to two years.

How about that.

And four years for the permit expiration.

>> Mayor D. Lesser: I'll second that.

Council Member Montgomery.

>> R. Montgomery: Thank you, your Honor.

>> S. Napolitano: For residential properties.

>> R. Montgomery: I'm focused on that again.

Let me ask Director McIntosh again.

Anne, let me ask a question.

How many single family permits do we have for single-family  
construction.

Generally.

You don't have to give me the exact.

New construction.

>> Approximately 150 in a year.

>> R. Montgomery: Close enough.

How many of those extend past two years.

>> I can get that back to you.

What I can come back with is numbers for you.

This is the first reading of the ordinance, but I can come back.

>> R. Montgomery: It is close.

I guess if you want examples, I'm good.

>> Just as example, I had five requests last week.

>> R. Montgomery: To extend --

>> Either plan review or permit.

>> R. Montgomery: Thank you.

There is more.

>> That was past the final.

Not the first request, but past.

>> R. Montgomery: Got it.

Thank you.

You want examples of people sitting on it.

Look at the strand.

The owner has been sitting on it for years, haven't done anything.

Don't use the state as an example.

The state has no time limit.

If it doesn't incentivize you as a builder to build sooner, wild it make a difference now.

>> That is sort of like --

>> R. Montgomery: Let me finish.

So to state a 0 time limit on permit expiration and that failed.

So we came in with two years or whatever it will be now.

Two years.

Because we can't track or enforce.

So let's double it ourselves and give it four years and see what happens.

I'll stick with my original thing.

I think it is a mistake to give them longer to do it.

If they can't do it correctly they are in the wrong business.

You can build a especially hearing case and exception and say the architect pa passed away, someone else quit, having them deal with it administratively.

Say the director say that is understandable, we will give you 180 days.

Not granting the times and say don't worry about your neighbors being inconvenienced, but go ahead and give it two more years.

That is my point.

>> Mayor D. Lesser: Director McIntosh.

>> A. McIntosh: If I may, some of the properties that you see that aren't making progress is because they don't have permits.

The permits have expired.

>> They could have sat there ten years.

>> It still could.

>> Mayor D. Lesser: Mayor Pro Tem Howorth.

>> A. Howorth: That is my point.

They still could sit there.

And I don't want to make policy based on an exception.

That property we talked about often in these chambers is an exception and the permits have expired anyway.

They have been expired for years.

So this by doubling it and giving staff some flexibility, I think it is fair for homeowners, and we will see if it is blight.

We don't want it to be an inconvenience for neighbors.



But we have a motion, and there you go.

>> Mayor D. Lesser: Council Member Hersman, did you have some comments before we call for

The question?

>> N. Hersman: Just again, I think that is an example of why it doesn't really matter, because what we have right now even extending it doesn't change that.

They probably wouldn't have the permits anyway.

>> A. Howorth: It will help some people.

>> N. Hersman: But it would help people that are trying to get it done.

Those are the ones we are trying to help.

>> Mayor D. Lesser: Thank you.

Call for the question.

>> Q. Barrow: Mayor, before the question, I'll read the title. Ordinance number 17-0021.

An ordinance of the city of mooch modifying the plan review and permit expiration sections of the Manhattan Beach Municipal Code and clarifying the issuance of permits to owner-builders with the two changes.

The 180 day numbers will be changed to two years because the two-year period will be changed to four years.

>> Mayor D. Lesser: Call for the question.

>> Clerk: Honorable mayor, all votes have been recorded.

Motion passes four to one.

>> We will come back at a next council meeting with those changes on the consent calendar for consideration of adoption.

>> Mayor D. Lesser: Very good.

We now move on to our general business items.

The first item is number ten, consideration of policy and next steps for utility underground assessment districts 15 and four.

And I will need to recuse myself.

My family and I own property outside of the district, however, we are close enough that I consulted with the fair political practices commission and they have concluded that I have an economic interest in the decision made on this item.

So I will be leaving the chamber and passing the gavel on for good keeping to Mayor Pro Tem Howorth.

Worth give this to me.

All right.

>> Mayor D. Lesser: And I will be back.

>> A. Howorth: See you later, Mr. Mayor.

All right.

Good evening, Director Katsouleas.

>> S. Katsouleas: Good evening.

I'm going to try to be brief and thorough and give you a quick recap.

District 4 originally formed in the mid-2000s votes through the Prop 218 process.

Based on the outcome of those results, council elected not to --

>> A. Howorth: The signage was wrong.

>> S. Katsouleas: Council elected not to move forward with that district.

A little over a year later a subset of that district reformed into district 15 and met district formation guidelines.

Subsequently went through the beginning of revised plans and then there was a moratorium.

That moratorium lasted until June of this year when you lifted the moratorium and allowed districts that were kind of in the queue to move forward.

And there were three of those districts.

District 12, 14, and 15.

District 15 proponents approached the city and said can we take a little bit of time to see if we actually want to reform as the former District 4 boundaries?

And we said absolutely.

So on June 6th you moved forward with policy decisions for districts 12 and 14, and we said we would come back in the fall.

In the fall we came back and we talked about districts 8, 13, and any future districts that may form and you set new policies for those districts.

Just to refresh your memory on districts eight and 13 you allowed the districts if they in the future decide to reform reform under the old guidelines because we originally spent funding under the old guidelines, that new districts 16 and above, if you will, would be subject to new guidelines which were slightly different than the old guidelines.

So I met with the District 4 and 157 residents this fall in September after they had spent the summer doing canvassing to really gauge

whether there was broader support for undergrounding in the former District 4.

And they came back to me and said that they in fact had overwhelming support.

So I mentioned to them at that time that we would need to go through a survey validation process just like we would for 8 or 13 if they move forward because it was officially a dissolved district.

I can't develop a survey validation process until I know what current construction cost estimates are so that we have some level of credibility in our numbers.

So that process will not happen until we get district 12 numbers in which, we estimate can be as long as six months from now.

So District 4 has asked if they on their own dime pay for the dusting off of District 4 plans to get ready to go to vote, could they do that, and once we get our official construction estimates in go out for that validation survey?

So it is really at their risk, and once the validation survey process happens, if it shows support, which we are recommending 60% support, like districts eight and 13, then they would be positioned to go right into a Prop 218 process.

If council decides that they cannot fund their own plans, then we would wait until the validation survey process is completed and then the city would pay for those plans.

So we are at the stage now where the staff is recommending that it is more expeditious for the residents, less expensive on the city, has the greatest potential for cost recovery to, allow District 4 residents to

go ahead and begin the design dust-off process while we wait for the validation survey to occur.

And once that process happens, we would do an assessment engineering report.

They have also offered to post a bond or some other form of payment to pay for the assessment engineering services for District 4 so that if in the Prop 218 process, if it fails, they can revert back to district 15.

That would in a sense be picking up right where we left off on June 6th.

Our recommendations, just to summarize, are first to ask city council to approve a survey validation threshold of 60%, which is consistent with eight, 13, and the original District 4 when it was formed to allow the proponents in the district to pay for the design plans to get them ready for construction bidding, to allow them to post a bond or some other form of payment for the assessment engineering services, and then let them proceed with a Prop 218 process.

So that is it in a nutshell.

They have a high degree of confidence and they are willing to back it financially.

>> A. Howorth: All right.

Thank you very much.

Are there council questions right now of the director?

Okay.

Yes.

>> N. Hersman: We heard earlier -- I think it was Ms. Murphy -- said that if it is dead it can't be reformed.

Can you go into any kind of explanation on that.

>> S. Katsouleas: Absolutely.

District 4 today has the same status has District 8 and district 13.

The only difference is that they have already started their own canvassing process, which they can do.

Originally -- well, obviously, it has been more than one year for the moratorium to reform, but any district, eight District 8 or district 13, if they came to me and said I would like to start the formation process and pay for my plans to be dusted off, can I begin today, I would be presenting the exact same conversation that I would be presenting now.

There is no downside to the city in allowing this process to happen.

And the potential upside is obviously that we get reimbursed for the funds that we have spent to date on district formation.

>> N. Hersman: Thank you.

>> A. Howorth: I'm going to open it up to public comments.

Mr. City Attorney, can you confirm for me if you spoke earlier in the evening on this topic you are not to speak again.

>> Q. Barrow: That is correct.

>> A. Howorth: So if you would like to speak, come down.

>> I didn't hear the answer to the question.

>> A. Howorth: The answer to the question was if you spoke earlier about undergrounding you do not speak again at this time.

If you are going to want to speak, come down towards the front of the council chambers.

Go ahead, Chris.

Fill out a yellow card.

>> Say my name first.

Since there is a line behind me.

>> A. Howorth: Go ahead.

You can say your name.

It is not legally required.

>> I wasn't sure if you said to come up.

>> A. Howorth: Come on up.

>> Chris Ryan.

>> A. Howorth: Yes, it is.

>> Thank you.

City council members and city staff, thank you for taking the time this evening to hear feedback on and provide guidance on the District 4, district 15 undergrounding initiative.

My name is Chris Ryan.

I'm a longtime resident of Manhattan Beach.

And you had asked us in June, as Stephanie just mentioned, to have conversations with our neighbors to get their feedback on undergrounding and understand the benefits.

So we have done that, and I am part of a group of approximately 30 neighbors who have spent considerable time talking with our neighbors trying to address their questions, explain the benefits to undergrounding.

And in fact, I believe many of them have sent e-mails to council members.

A number of them are here this evening as well, perhaps as the group with the bike coalition, if any of those that are in the room and in favor of it want to stand, that might be helpful.

So we have a few folks here that, again, may elect to comment as well.

Everyone can go ahead and sit down.

So with this large group, as I say, we have spent time and we talk to neighbors.

And in fact, I'll share the results with you in a moment.

But as we have discussed the benefits, and some of them are obvious, the beautification, removing the unsightly wires, getting rid of the poles.

The safety was one of the things that continued to be a concern and an item that really had a lot of focus for our neighbors.

We have a number of families with young children and the concern about wires and the transformers that are right above where the children play.

The convenience we have.

Again, those neighbors with strollers, we have older neighbors who are in wheelchairs, have walkers, and they can't use the sidewalks, so



they have to go around and walk in the street because the poles are in the way.

And then the financial benefit is something that I think people certainly understand.

>> A. Howorth: That is your time, correct?

Yes.

So you are for it.

Yes.

>> For it, yes.

And if someone else does want to come down, I'll show you a chart that we have put together that actually illustrates.

>> A. Howorth: With the consent of my colleagues, can we allow the chart.

Yes, go for it.

But don't take much more time.

>> I'll just finish with this thought, this visual.

This is the overlay of district 15 and 4.

What we have done, because I think it does illustrate the point, we have spoken with our neighbors and there are some that are noted in red that are not in favor at this point, and you can see the vast majority are in green.

The FENGS spoke with a red and that has been changed to a green.

I found that out 20 minutes ago.

>> S. Napolitano: If I can interject, at the cost of raising the ire of my colleagues.

We talked about before the rule for speaking.

There is no rule against speaking on the item as well.

It was an option for people to speak earlier and then leave but there is nothing in the agenda either about speaking once at the public participation at the beginning and then speaking to the item IT.

>> A. Howorth: I'm sorry.

I thought that there was and if you spoke in the beginning --

>> S. Napolitano: We talked about that but you guys didn't want to do that.

>> A. Howorth: Thanks for the clarification.

So if somebody did speak --

>> S. Napolitano: Anybody can speak on this item.

>> A. Howorth: I will stand corrected.

You still have the time limit now of the -- is it the one minute.

Two minutes.

>> Q. Barrow: It would be two minutes.

>> A. Howorth: It is hard for us, it is hard for guys.

I get it.

Two minutes now.

Sorry for the confusion.

Thank you for the clarity.

>> Bill Victor.

My name didn't change since the last time.

I would like to thank you for correcting this.

I think the very important factor is that I understood originally when undergrounding became an issue, when wires weren't bothering people that much and sometimes helping them.

You can hang their clothes on them, they like the birds, and so forth.

They decided the city would enable this but they would be a neutral party.

The staff report of September 5th indicates that even those Ms. Katsouleas, when she was first employed by the city and was involved in it more in the beginning, I think she was aware of the idea that the city should be more neutral.

The city, if you look at the September 5th and here today, they are pushing undergrounding.

There are people who are informed.

They have walkers and can no less walk here, much less on the sidewalk.

And they are against it.

I think it should be clarified, whatever you do, that people who own property should be counted, whether they are voting or not.

And the percentage of people who vote for it should be a percentage of that total population, not those who are meeting without any notice to the rest with the city staff and saying, oh, we are hot for this idea and here are the greens and reds and so forth.

And I don't know if that -- that was a very nice presentation made by the people in favor with the map, but I don't know that all of those green people were ever contacted.

So maybe if you didn't comment at all you became green.

If you were opposed of it and you became visible, like I do sometimes, maybe you get red.

But if you only learn about it, then I think that should be addressed as well.

Thank you for the two minutes.

I appreciate it.

>> A. Howorth: Thank you.

Okey-dokey.

Any other public comments?

>> Hi.

My name is Tim walk.

My wife and I have lived on first street in the hill section since 1979.

We walked the neighborhood in 2005 in favor of undergrounding and one spoke earlier about nick tell.

I don't know nick tell.

I have met him one time.

He is not my favor guy because in 2005 it passed.

Nick tell recused himself, and I admire him for it but if he hadn't recused himself it would have passed and been undergrounded and we would not be here talking about it.

I'm not in District 4, I'm in district 15, the first house below it.

And we have been in favor of undergrounding.

We understand some neighbors aren't.

All we ask is that you give the opportunity to let the public speak.

>> A. Howorth: Thank you, Mr. Walker.

I do ask that we don't applaud for either viewpoint.

Next speaker.

If you are going to speak, do come right down and speak.

>> I have no speaker cards.

>> A. Howorth: Okay.

If you want to speak, come fill out a speaker card in advance while this gentleman is speaking so we know.

>> I am Psalm nor berg.

This undergrounding issue needs to be done.

75% of the cities in California have been undergrounded.

There is a lot of information about undergrounding online.

I feel like a lot of people haven't done the research on it.

But updating and making things look better is a positive thing, in my opinion.

There are huge safety concerns with the wires and everything else.

It is dangerous.

In my opinion I feel that everything's undergrounded El Porto and the rest of Manhattan Beach, property prices will probably go up 25%.

I just think it is a very positive thing and it needs to be done.

I don't understand why we keep talking about this at these meetings.

But again, I understand some people aren't going to want it, but a majority of people do want it.

And if 75% of California cities have already done it, why are we not doing it.

That's my point.

>> A. Howorth: Thank you.

>> Anyway, thank you, God bless you.

>> A. Howorth: Okay.

>> Hi.

Earl Kramer, Manhattan Beach.

I am so thrilled to be here.

And I just want to say thank you for this opportunity and thanks to the people who brought us to this place.

And what a wonderful moment.

I really hope we can do this.

Thanks very much for your consideration.

>> A. Howorth: Thank you.

Other public comments.

Great.

>> I spoke earlier.

My name is Mona Stepsick.

And I would like to rebut something that someone said.

On the diagram that was presented, I think he cast aspersions on the integrity of the people doing it, and I would like to say I object to that.

I'm sure they did contact the people and I'm sure it was accurate.

>> A. Howorth: All right.

Thank you very much, Mona.

I'm seeing no further public comment.

Beginning to close public comment and open it up to my council colleagues who wish to speak.

Council Member Montgomery.

>> R. Montgomery: Thank you, Mayor Pro Tem Howorth.

For those of you who were around in '05 know where I stand from 2005 forward.

I appreciate the chance to have my colleagues bring it back.

Unfortunately, it didn't pass them.

Time to move it forward now.

The only thing that changed is the prays and the delay.

We are right back from where it started from.

Most of you are are new who weren't here.

We are trying to correct the mistake that didn't happen in the past years.

The staff report couldn't say it any better than I could.

We are right back at square one.

Glad you are here to show your support.

And I ask the same from my colleagues.

>> A. Howorth: Thank you.

Council Member Hersman.

>> N. Hersman: Thank you.

I too think that when we brought this back when we said, you know, it was time to get rid of the moratorium, it was time to let districts form, let districts come back if they wanted to.

There is just overwhelming support for undergrounding and understanding that there are some that don't want it for the cost.

But I would like to -- actually, I'm assuming your motion, Council Member Montgomery, is to follow the staff recommendations.

>> R. Montgomery: My motion would be to approve the policy direction of the utility underground assessment District 4 and four.

>> I second.

>> A. Howorth: For classification, staff had four recommendations.

>> Four was contingent.

It is really the first three.

>> A. Howorth: It is the first three.

Do we need to make them in three separate motions, Mr. City Attorney.

>> Q. Barrow: You can do them all at once.

That would be to accept staff's recommendation.

>> A. Howorth: If you don't mind I think our mayor would appreciate it if we read the headlines of each of those options.

And I know you want to speak, Council Member Napolitano.

>> S. Napolitano: I will save my profundity until later.

>> A. Howorth: Please.

I want to hear it.



>> Number one, approve a survey valuation of 60% for advancing District 4 to a prop 218 vote.

Allow district property owners to provide funding necessary for a utility updated plans for spectrum so work can begin prior to constructing the survey validation process.

Number three, accept a bond of some other form of guaranteed payment for the amount the city will spend on assessment engineering services for District 4.

>> R. Montgomery: I accept that statement.

>> Second.

>> A. Howorth: Council Member Napolitano.

>> S. Napolitano: Thank you, your Honor.

And I often advise folks don't snatch defeat from the jaws of victory.

So that is why I'm just going to say I am joining my colleagues here.

We have already spoken about this.

We have spoke about the fact that Prop 218 allows for people here in the state of California to tax themselves if they so choose.

So we are facilitating their ability in the democratic process to vote up or down on this issue.

It is something this area wants and they are going to have to prove it.

Ask we will follow up with that.

But in the meantime I am in favor of the staff proposals here as we adopted in September.

So thank you.

>> A. Howorth: Thank you.

And did you want to make another comment.

>> R. Montgomery: Just my last one.

I was remiss in not pointing out the Simpson and walker family that were there in 2005.

And you said it correctly.

The opportunity to vote is now yours.

You didn't have the chance before and you have it now.

>> A. Howorth: And I would like to add my comments.

I think having Director Katsouleas here is really helping this community go forward with the potential for the potential to tax themselves, but your work on this before gives you and the rest of the staff and all the community such a greater understanding as to what this process is, and I am really grateful for your work, and the way you explain it is so great.

I would also like to credit the neighbors and community members who are here working on and how you have agreed to front some of the costs.

We will obviously make sure this is a proper, complete 218 process, but yes, this is the best of what citizen advocacy and community responsibility is about.

So I also will be supporting this, no surprise.

So shall we vote?

Yes?

Yes, we shall.

You have.

You are waiting for me?

All right.

Here we go.

>> Clerk: Honorable Mayor pro tem.

>> A. Howorth: I'm not done.

>> I know.

>> Clerk: All votes have been recorded.

Motion passes.

4-1.

>> Have to wrestle away the gavel.

>> A. Howorth: I am actually going to call for a ten-minute  
break now.

>> You have the power to do that.

>> A. Howorth: And I have the power to do it.

[ RECESS.]

>> Mayor D. Lesser: We will now begin item 11, a presentation on  
the proposed citywide wayfinding signage program.

Public works director.

>> S. Katsouleas: Good evening, members of council.

Another exciting topic, actually.

We have our design consultant Clifford with sell Bert Perkins  
here, who will go through quite a few slides, but relatively quickly, it  
is a presentation that was given to council about a year and a half ago  
and it is going to be revived tonight.

And hopefully what we are looking for, or the direction that we are asking for tonight, do you want to pick a wayfinding concept or look, and if yes, is it one of the three presented tonight or do you want us to go back to the drawing board and come up with something else.

I do want to stress, and you will see it in the slides, we have a variety of signage.

It is a Morse board, cafeteria plan of signage.

We would really like to be able to roll out a consistent theme for the city and have some guidance on ultimately what that look like should be.

So if tonight you select a look, as I call it, then we will come back with a master plan for what that look entails.

And I want to stress that as you see the three designs tonight, if there are elements that you like of one and elements you like of another and you want to blend those, we are open to that direction.

And ultimately we want to improve visibility for visitors.

We want to help them find parking stalls easier.

We want to let them know when they have reached Manhattan Beach.

We want to help reduce any kind of confusion and ultimately provide clarity for wayfinding signage in the city.

With that I will turn it over to Clifford and he will start the presentation.

>> Thank you, Stephanie.

Thank you, Honorable Mayor and city council.

I appreciate you reviewing this again.

And I want to express my sympathy and condolences for the tragic loss of Sandy and Rachel.

I'm so shocked to hear that.

This is a remarkable community and obviously people hold together in really special ways.

So thank you for giving me this opportunity.

This was presented, as you heard about, a year or two ago.

The first deliverable was in June of 2015.

And the whole project started in June 2015.

We interviewed city traffic engineers at the time, the mayor, everybody, and developed a questionnaire that also the neighborhoods responded to.

And there were a little over 200 responses we got at the time.

And then in January 2016 we presented a series of ideas, and they were reviewed.

And then kind of put on hold until there was council direction.

Council direction eventually evolved, and you will see the results of that today.

And then this last summer and spring we reinitiated the problem and refined the designs based on the council direction that we had received.

The overview, basically, our goal -- actually, you know what our goal is, it is the same as your mission statement.

Our goal is provide excellent municipal services, preserve our small beach character and enhance the quality of life for our residents, businesses and visitors.

Believe it or not, signs can do this.

And our goal is to build awareness for the city, number one.

As Stephanie said, when you arrive here, you have no idea you have arrived.

Some people think that is good.

But I think you deserve better.

Preserve your small beach town character.

Absolutely critical.

Create a story behind it as well.

Make it welcoming.

Really important.

Facilitate parking.

Help people park.

And you will see in a minute, they need help.

Eliminate the clutter.

There is a massive amount of clutter of signs.

Signs that really have a bad reputation.

Let's clean out the bad stuff and put in some nice things.

And then we want it to be sustainable.

We want it to last a while and have people be proud of it.

If you look around the city today there are a gazillion signs out there.

Some identify the city.

Some have local identifiers.

There are some really unique elements like downtown Manhattan Beach has a nice sign, North Manhattan Beach has a very distinctive look.

Street identity, probably six or seven different sign types in street identity alone.

And when you get to places and destinations, all kinds of styles as well.

The message this sends to visitors is -- this is chaos.

Maybe that is good, and maybe some people want that kind of randomness.

When you start getting into vehicle direction signs, though, you can see you have to read that.

And not only do you need to know where you are going -- I don't know how many people have been to a botanical garden.

I'm curious.

There are all kinds of signs to park and identity signs F there are any at all.

And pedestrian directory signs.

North Manhattan Beach has made a pretty solid effort to do this.

And you'll know tomorrow night they are having a meeting about that sign and how to handle it.

Public transportation includes buses, bicycles as well, taxis.

Then you start to look across city regulation signs.

We probably had ten pages of city regulation signs.

It is really extraordinary.

And then of course we have some beautiful amenities and beautiful public art.

Although the newspaper racks probably need to be updated.

So we did that survey and we found people really like to go to the pier, beach, downtown, North Manhattan Beach, and Metlox.

I don't think there is any big surprise there.

Those are the attractions here.

Top visitor needs though were parking.

Where is parking.

Everybody is convinced there is not enough parking in this town.

In fact, there is quite a bit of parking here, but nobody knows how to get to it.

And then people want better biking and walk facilities as well, which signs could certainly enhance.

Helpful wayfinding elements, people want 100% better parking.

And you can see the other options down to website designs.

The signs and environment are still critically important to people.

Can we tell the story of this place.

And if we did, what would you want to talk about?

That turns out to be the pier, beach, sporting events.

And then way down there, railway and city founders.

There is the potential to tell the stories.

At the end of the day we ask people, give us one word that describes the character of Manhattan Beach.

What is your core personality.

Here is what we got.

Beautiful, volleyball, ocean, surfing, beach, sun, sand, luckily that is exactly what this seal says.



And it is a safe, fun community.

So given all that, we developed a few options.

And as I said, we evolved these options based on previous comment.

We met with the arts commission a month or so ago and they had additional comments and we have incorporated those.

We will show you three ideas.

One is to enhance the existing systems.

The best part of the existing systems.

Second idea is to create something we are calling beach classic, which is really just enhancing the beach feel of Manhattan Beach.

And then the third idea is a modern, bold, different idea than the other two.

Enhancing the existing.

You have some really awesome things out there today.

In particular these obelisks, which you can see on 15th Street and an updated version on 13th Street, are quite distinctive elements for this town.

And we felt they had a lot of potential.

The other element, North Manhattan Beach is in love with their sign.

And they love it.

So it is probably one of the few signs in the city has actually built properly.

Although they are needing an update at this point.

The other thing that I think was quite amazing, I don't know how many people are aware of these, originally designed as plant holders, the plants didn't make it, but the holders are still there.

And the sculptural quality of those, I think, could really be developed into something with quite a bit of character.

There are maps in the city, quite honestly, they are all drawn update.

You never can orient by the maps that have been drawn.

So we would recommend an improved map system.

So option A, option one, concept one, takes that existing sign, which is the North Manhattan Beach sign, and says instead of making it black, let's make it white.

White feels more like the beach.

Find a color blue that everyone can love and integrate that white and blue to create a very beach character for the city based on existing elements that are out there.

The other thing would be to introduce the obelisk at a few different scales so not only would it be a street identifier but potentially a district identifier and a city identifier.

So here is how some of those elements might look.

Vehicle direction signs would be part of that system.

And you can see they would emphasize parking, how to get to destinations that you want.

And then banners can be used to identify the different districts in the city.

And then the sculptural little round elements there could be imagined as a series of sculptural elements that represent the city.

Part of that concept would be to use the obelisks in a variety of ways.

This version shows you a white obelisk.

The arts council wanted to see it in white, so we showed it in white.

And then another option was integrating sea glass or sand or other elements of the beach right into the signs themselves.

So this could be an option.

And then as we get to parking garages, pave them, identify them, help people with a sign to get to the garage.

And when you get there, tell them they have arrived.

And then mapping and pedestrian mapping helps everyone.

You can connect it to your phone so you have a digital enhancement to a static sign.

And then any kind of regulations we feel like we can organize into a very positive set of regulations.

And then here is how that might look on the screen.

Here is your existing condition at Rosecrans.

Here is how the signs might enhance that entry point.

So you can see starting from the left a parking sign, a banner that says North Manhattan Beach, the obelisk, which would be an identifier, crosswalk enhancements, and then on the other side, tough to see, but there is a pedestrian direction and map pretty much where there is one today.

This is another option that just shows the obelisk changing in the middle there.

As we come down to Manhattan Beach Boulevard and Manhattan avenue, here is the existing condition.

A new condition might show new street signs, new parking signs, subtly integrated in.

And then the map in the middle of the page, new crosswalks, potentially that whole crosswalk could be enhanced with an image of a surfer or volleyball player, something in the character of Manhattan Beach.

And then a little obelisk in blue and then white, very subtle difference.

Coming in on Rosecrans, announce that you have arrived and start the banners to say I'm in North Manhattan Beach.

I have also done a lot of landscaping here.

We think you need more plants.

>> Oh, yes.

>> And then here is the other version of that obelisk.

A taller, somewhat shorter version.

Concept two is what we are calling beach classic.

What that means to us is weathered wood, white wood, has a weathered quality to it.

Doesn't have to be out of wood.

You can make it out of anything.

But enhancing the beach quality by using those kinds of materials.

What you are seeing here is a series of signs that would be made out of wood or to look like wood, very beach quality to it.

And then we have also included how the city identity might work.

>> Can you go back one.

>> Sure.

Introduces also a slightly different illustration style, but we could certainly maintain the kind of illustrations that are here.

>> S. Napolitano: The graphic on the parking garage fit in because that makes everything else look better on that page.

But is that something that we are going to incorporate as signage that you are recommending.

>> We are recommending that the garages be painted, yes.

And the first idea, just painted it a color.

A blue color.

This idea says what if we introduce a mural to the parking garage and give it a little more meaning and start to identify the different garages with a mural.

We can paint murals or apply them with vinyl.

There are a lot of ways to do it.

And of course, you can include artists from the city to get involved in that process.

>> Art funds.

>> Quite the artist.

>> S. Napolitano: Apparently I only dabble.

>> If it were this beach classic approach, we could look at a dark gray kind of wood or go to a white wood, which would really I think give it a wonderful beach character.

Other sign types including pedestrian direction signs could have images etched into them.

And we would create a heads-up mapping system, which means the maps are always oriented to where you are standing, as opposed to having north, north.

Believe it or not, it works a lot better.

So there is the gray version and there is the white version.

There is detail of how that might look on a parking garage.

And then here it is, the version of it in the intersection.

You can see the gray pylon on the left, the banners, and then the obelisk in the middle.

And here we are at Manhattan avenue with the same basic elements.

A little more modern feeling in this case.

And then here we are entering on Rosecrans.

Concept three is what we are calling a modern approach, more contemporary.

And we are suggesting introducing photography into the elements here.

So on a garage you might actually get something that is a photograph of Manhattan Beach.

And then these elements are perforated metal, unusual colors, so a little more modern in this approach, integrating photography instead of illustration.

And then the pedestrian signs, again, would have the maps and all the regulation signs would be integrated as well.

So here is how that might look at the corners.

And you can see that orange quality is really picking up a bit on the roof, the tile roofs, the few that are here.

Here we are at Manhattan avenue.

Again, with the crosswalk color and then an image and the sidewalk and the road.

And then here we are at Rosecrans.

Those are the three basic ideas.

Other things that you could eventually do, and you probably should think about it, is a better map, attaching an app, getting a phone app to links to the sign program.

You have a lot of logos.

You might want to settle in on one.

[Laughter].

>> Bless your heart.

>> You have a lot.

Settle on one.

When you finally do settle in on one, you see Hollister, you have the shirts all over the world.

You have a much better brand but you don't enhance it.

Here are the three options.

We are hoping that you would give us some guidance tonight, and we are hoping that you really like one of these and would say let's go down that path and let's evolve the master plan, help understand where the signs would be located, what they would look like, how much they would cost and how long would it take to build them.

That would be our next step.

What we need guides from you on is which style do you like the best, or if you like elements of all styles we could begin to integrate them together.

So I think that concludes our presentation.

And I look forward to your feedback.

>> Mayor D. Lesser: Let's begin with council questions.

Mayor Pro Tem Howorth.

>> A. Howorth: Questions and sort of comments too.

I appreciate when you first started this presentation the difference in the other presentations is how you categorized the signage that we have.

So before we have seen all the various examples, but I really loved how in the beginning you made it, here are all the different ways you identify parking.

I think that alone shows us the need for all of this.

So I appreciate that and appreciate this presentation greatly.

I had a question with option one.

I think I remember asking this before.

I was preferring the white with the blue print for an obelisk.



Was there something about visibility, if we did that it wasn't up to code.

>> Eligibility and ADA codes?

>> Yeah.

>> Option one, we can make sure it is legible, white background with dark type or vise versa.

We can absolutely meet any ADA codes, and we would.

>> A. Howorth: My next question would be, you talk about our logo and we have a couple different logos all over the place.

And perhaps if we wanted we could brand it and do merchandising.

And I have been talking about that ever since I was on council that it shouldn't be a priority of ours but it shouldn't be something that we just let slide.

If we wanted to -- if tonight we decided, yes, we want to go forward with some sort of signage treatment, and then we decide as a council, hey, we should really narrow down to which logo we want, could we approve sort of the signage going forward and have a little bit of time to work on a logo?

>> Absolutely.

And I would absolutely recommend you don't require a logo to be on the signs.

The reason I say that, whenever you start a logo process, it takes a long time.

>> A. Howorth: It would take up real estate on the sign for no real reason, right.

>> Right.

>> A. Howorth: It is not like a city seal that you need to have on there.

And then my third question, comment would be I would hope that if we do something that has some sort of graphic on it, and there is maybe a surfer in the foreground and a surfer in the background, that one of those be a man and one be a woman.

>> Absolutely.

>> A. Howorth: And I think that is very important to me. That is what I have for now.

>> All really good comments.

>> Mayor D. Lesser: Council Member Montgomery.

>> R. Montgomery: For three, this is the first time we have seen it.

This is the first time out of the box.

Note that.

My favorite is the option two piece but I like the aerial pictures you do of option three.

Both of those things appeal to me.

Are there any cost differences between the various.

>> We haven't done a cost estimate yet but based on our experience I think they would all be about the same.

>> R. Montgomery: That is all I have for now.

Thank you.

>> You're welcome.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: Thank you, your Honor.

You have done this for other cities.

>> Yes, around the world we have done this for many, many cities, including Santa Monica, where we just finished a new system if you really want to see how it looks.

West Hollywood, Long Beach, probably 50 cities.

>> S. Napolitano: You have done these before.

You haven't worked up a cost estimate yet, but give me a guesstimate.

I know these things are not cheap and I don't want to develop options until we know where we are going.

Oftentimes, and especially if you do a phased program you'll get so along and there is a new council every two years.

And that new council is going to say what were you guys thinking.

Let's do this again.

So we find ourselves in the same spot we are now with a plethora of signs, thank you.

>> Understood.

>> S. Napolitano: So we just perpetuate the situation we are in now.

>> I would say we just finished a cost estimate for the city of Long Beach.

City of Long Beach is a much bigger place.

It was over \$1 million here.

I think here you would be looking at \$250,000 to \$350,000 for the whole city.

>> S. Napolitano: That doesn't include the street signs that appeared on the --

>> The basic elements that would be included in that would be the pylon elements I'm talking about, directional signs and the parking signs.

It wouldn't necessarily include every street sign if the city, no.

>> A. Howorth: I'm sorry.

>> We could phase things in.

How other cities do this, they usually take about three years to do it and they use whatever funding sources they might have.

The other thing I didn't talk much about is revenue generation opportunities that could exist inside parking garages.

I'm guessing you don't want to put ads in the street but some people will put ads in the garages and get people to pay for them so it helps support the maintenance of the signs or maybe purchasing some new signs.

West Hollywood as you might imagine they are going to spend millions of dollars on advertising that is going to bring in about \$80 million a year for them.

That is different.

But you could do smaller versions of that.

>> Mayor D. Lesser: I guess as a follow-up for my question, to follow up on Council Member Napolitano's, in light of working with as many cities as you had, might there be more advantages to picking the simplest

of all options, enhancing the existing signage precisely for the reasons that he mentions?

Because it can be done perhaps on a cheaper budget?

It could be done in a more expedited way as the needs rise, opportunities arise, and potentially not face as much pushback in the community that might be happy with the signage as it now is but want some simplification and removal of clutter.

>> Yeah. I think when we did this round the first time people focused in on option one.

And I think for exactly those reasons.

They felt like it was familiar to them.

The idea of enhancing that, expanding that felt comfortable to them.

So, yes.

I'm not sure it would be any cheaper, though, honestly, because we are not necessarily retrofitting signs.

We would be building new signs to match what exists.

So I don't think the costs would actually go down.

>> Mayor D. Lesser: City manager, did you want to speak.

>> M. Danaj: I wanted to make that same point.

Option one isn't reusing what we have.

It is reusing the concept, artistic design of it and taking it to another place.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: Another question.

Has the arts commission or PPIC reviewed these.

>> Yes, they actually did.

>> S. Napolitano: What did they say.

>> They tweaked all of them but what they suggested on option one was the white obelisk rather than the blue obelisk, and that was their -- probably the main thing they suggested.

They like the other ideas.

Asked us to simplify them, which we have done.

>> M. Danaj: That was done recently.

So it was in presentation of bringing it back to this new council.

>> Yeah.

It was about a month ago.

>> Mayor D. Lesser: At this point I want to confirm that in this council discussion we want to speak about scale of the obelisk, to the extent that is a design element there might be agreement.

I noticed district identity was prevalent and the banners in the illustrations, whether we want to give direction on that at this point, correct.

>> If possible.

And district identity becomes important to every district.

There are probably a few ways to do it.

Banners would be the least expensive way to do it.

Putting up one of these obelisks, let's say the white one, at different districts, is another way to do it.

And they could probably even enhance them and personalize them for each district.

In Long Beach, for example, we designed a system that allows every district to customize it.

>> Mayor D. Lesser: And I think we might give some direction on banners.

Over the years there has been discussion on banners and how they clutter the view, particularly on Manhattan Beach boulevard with the vista of the pier.

We can talk about that.

>> The arts commission brought that up too, don't block our views to the ocean.

I think everyone agrees we would not want to do that.

>> Mayor D. Lesser: Council Member Montgomery.

>> R. Montgomery: I'm good.

>> Mayor D. Lesser: Council Member Napolitano I'll ask it later.

>> Mayor D. Lesser: Okay.

Thank you.

Open this item up for public comment.

Any other members of the public care to come down and address this item.

>> Bill Victor.

That was a super presentation.

Did you guys sell the ones to Skechers.

Because there are plenty of signs around here of those.

Really super salesman.

I learned a little bit about signs from my friends in Carmel.

They are very busy taking the signs down from the freeway.

They don't want more visitors.

They feel it is really crowded, and so forth.

And on the way to Bob Bush's house I was trying to find Anderson.

I had forgotten.

You get older and that is what happened.

I asked people, they were one house away from Anderson it turned out and they didn't know where Anderson was.

I don't know if signs will help these people.

There was a man with his walker and companion on Anderson and I asked him where Anderson was and he said he didn't know, and neither did his companion.

There were plenty of signs.

I ultimately found them.

I like the enhancing idea but I really appreciate Mayor Lesser's concern with the budget, and Steve's.

First I said there was not \$one amount mentioned in the staff report.

Is this a defect.

Take another reading course?

I have to tell you that if it is to bring more people into town, I think a lot of people would feel that maybe we are doing a fine job.

Maybe some of the districts will pick up the cost.

It will help the businesses, the business will help the city too for revenues.

Those are some of my ideas.



I have only have four seconds left so I just want to say the cost is important.

Handicapped signs, they are very defective in this town and nobody's brought an action.

They should be situated where the parking spot is so people don't park in the no parking area.

Thank you very much for your time.

>> Mayor D. Lesser: Thank you.

Any other member of the public wish to address this item.

I will close public comment.

Council Mayor Pro Tem Howorth.

>> A. Howorth: Thank you, Mr. Mayor.

I did have another question about option one, the classic.

And I know you said there were comments about one of the commissioners liking the white obelisk, which I would say too.

Is there concern that would show the dirt and the salt and the grime potentially.

>> I suppose that is a concern, but I think it depends how we coat it.

And there are certain coatings we could use that actually resist not just graffiti but dust and things like that as well.

>> A. Howorth: Sure.

Thank you.

Because I'll make some comments now.

I do appreciate concerns about the cost, and I would like -- but what I would like us to do is perhaps come to agreement that this is a worthy goal to pursue.

And then come to an agreement on the style and then try to develop a plan going forward.

I want to say that whether we put up signs or not, people come to Manhattan Beach.

We are not putting up signs on the highway saying come here, please, we are begging you please come here.

But once we get all these people here, a good signage program will help people get around more efficiently so there will be less traffic jams and things like that.

I really think that is clear.

>> [ OFF MIC ].

>> Mayor D. Lesser: Not at this time.

>> A. Howorth: So to me it is needed, but not just to bring more people in, but to get people around in a better way.

I do like option one.

But I also like option two.

I don't like option three so much because I think photos -- what is modern tends to look dated, in my opinion, at some point.

And the beach classic does have that advantage of probably weathering pretty well.

But I love option one because I am fond of that.

Those obelisks are really unique to who we are.

I'm open as long as we portray gender equality on the banners.

I'm fine with that.

If you go back to the very beginning of this presentation, to me it is so clear that we need some type of unifying -- I'm scrolling through on my iPad to get to the beginning, if you are wondering -- some type of signage program and whether we do it all at once or have as things have to be replaced.

And I'm so grateful that the consultants included in there not just parking and directional, but also regulation signage.

That is just so important.

I mean, their slides are great.

So I hope that we can come to agreement that it is needed, which option, and how to go forward.

>> Mayor D. Lesser: Thank you.

Council Member Montgomery.

>> R. Montgomery: Thank you, your Honor.

I did my own informal polling to ask people, both new and old, to get answers.

What does wayfinding mean to you.

Amazing the answers.

Top four in no order, consistency, safety, aesthetics, and last but not least, direction.

Amy and David and I were on the council that added the options.

We didn't have the lighted P on the buildings.

People would go in circles finding where to park.

It is our fault.

We didn't provide direction.

We didn't do that.

The only consistency we have out there is the P lit up at night for parking garages.

This way and over there, but before we didn't have that.

I think the mismatch of all these signs is actually the character of the city, because it is like that.

Look at the obelisk you have in the tree section, the white with the old faded name on it.

A lot of them are gone but the ones that are there, and Stephanie told me they replace it now with the reflective blue when they find them and people know where they are.

But if you don't have GPS and you are not using a smart phone good luck trying to find where you are back there.

I don't want to go Orange County either.

There is a balance between some of what you proposed and the Orange County it is all plastic, let's all look alike.

I don't want to be that either.

I'm trying to find the balance that you are talking about.

That's why I like the option two pieces, the mapping and photographs you do on option three.

It is really cool to have that.

I'm open to both.

I'm not the artist.

Steve S. But I know what I like when I see it.

Let's see what I wanted to say.

You showed the view going westbound down Manhattan Beach Boulevard looking towards the ocean.

Whatever you want to do, Stephanie.

That will work.

I'm not a big fan of blocking any view of the ocean.

I Greer with the arts commission.

>> We don't need banners.

>> R. Montgomery: I like the banners you have but I'm not a fan of putting signs there for direction.

I'm just speaking out loud.

You don't have to say anything.

Just letting you know when I think about it.

Amy said it right.

Nobody comes to the city because of the signage but once they are here, you have to provide a consistent message, where are you and how do you find the basics.

Parking garage, city hall, police and fire.

When you come to a city what do you care about.

Parking, shopping, police, fire, city hall.

Five things.

You don't know where you are going.

You can't rely that people have a smart phone.

A lot of seniors don't have smart phones and don't know where to go.

Or from a foreign country.

The basic message, where are you going and how do you find it.

I agree there is some consistency needed.

That is why I asked you about what the costs were going to be.

But saying they are all even across the board I'm open to looking forward to some kind of consistency and go from there.

>> Mayor D. Lesser: Thank you.

Council Member Napolitano.

>> S. Napolitano: Thank you, your Honor.

Just one comment.

That was the question I had earlier on the report.

I noted that the PPIC and the arts commission did look at it.

But I guess I was looking for more as to typically what they do is make recommendations.

And the recommendations they made, or the comments they made and the input were not in the report and it would have been helpful to have their comments to talk about these things.

So I just would hope if this comes back when it comes back those are included.

The other thing is we have terrible signage in the city.

We would be doing a great service if we removed half of them which would probably not be a detriment to any wayfinding we have now.

These are all nice but I do have a real concern about the cost because if it was \$50,000, \$60,000, no big deal, but I know it will be several hundred thousand dollars.

I know that from experience.

And I think we are putting the cart before the horse here.

Sorry, but this process is a consultant's dream where we keep going, keep going and then we will get to a price.

I really think that what we need to do as a council is set money aside, and it can be several hundred thousand dollars.

We have approved the budget, we don't have it around right now, or if we do we need to cut something else.

But we need to make that addition if we are going to go forward with this as to setting that money aside to make this happen.

I don't really want to choose anything until we set the money aside, because to me it is pointless.

Because priorities change, things come up, we have experienced that already.

We have negotiations going on with the school district, ongoing, we have other needs we are going to meet.

If this is a priority we need to make it a priority budget-wise and then I would say reengage once we make that decision to come back with refined concepts so we have money when the time comes to say, yes, move forward and from those concepts then we are going to take it all the way from there.

Before we do that and have the money set aside, which the next fiscal year doesn't start until next July, again, what is the point.

I think that we should just -- I appreciate it being brought back.

It has probably taken too long, as several things have.

Until we set the money aside, I don't know what we are buying into here.

I don't want to even go down that road.

>> Mayor D. Lesser: Council Member Hersman.

>> N. Hersman: Thank you.

I agree with everything I have been hearing.

I do think -- and I liked your comment about balance, that we don't want to look like Orange County.

Sorry, Orange County.

I prefer option two, just for the record.

I think the weathered wood look is really quite nice.

But I think I would not put it aside.

I would think that we would look at this in steps.

What is it that we need now.

Can we break this down?

There are a lot of pieces to this, whether it is parking that we focus on first, what it is the introductory signs as people are coming into the city.

Of all those various categories.

Is there a category that we need now.

Is there something -- and maybe you could speak to that.

>> Yeah.

Actually, that is a great question.

And the simple answer is until you pick a look we cannot develop a master plan to get to the point that you are saying, what do we want to tackle first, will it be parking.



The master plan lays out everything you need, proposes the cost and the structure to be able to lay that out, but we can't even begin the master plan process unless we know what it is we are designing.

>> N. Hersman: I was thinking in terms of are we replacing something soon.

So there would be more of a need to get to a design so that replacement would have that new design and we would go from there.

>> S. Katsouleas: Yes and no.

If things get hit, we replace them.

As things weather or degrade, we replace them.

So from a public works perspective, certain types of wayfinding signage or park rules signage, vandalism, for a variety of reasons, we are incrementally replacing things all the time.

It would be great if we could move forward saying we know what they should start looking like as we replace them.

So now we typically replace them in kind.

If it looked like this, that is what we put back up because there is no uniform direction to do otherwise.

>> N. Hersman: But we don't have any -- while we are doing all of this major work, for example, on Manhattan Beach boulevard, we are doing all of this work, are we replacing signs for any particular reason, adding signs? There is nothing really in particular.

>> S. Katsouleas: Nothing in particular.

>> N. Hersman: It would be helpful to public works if instead of saying, well, let's just hold off, to actually come up with an idea so when these come up -- I mean, presumably you have funds to --

>> S. Katsouleas: We do.

We budget every year.

>> N. Hersman: -- replace signs, correct.

>> S. Katsouleas: Correct.

>> N. Hersman: So if you are going to be replacing a sign anyway, why wouldn't we want it in the new design.

>> S. Katsouleas: Right.

And the master plan would help tell me what that design is.

>> There are dollars to replace signs as we need them but there aren't dollars allocated to redo all of them right now.

>> N. Hersman: So we could start replacing though with this new design.

>> Yes, you could.

>> N. Hersman: And look to next fiscal year with maybe perhaps coming -- once we know dollar amounts, actually putting some money aside next year to replace ones that we want replaced.

>> M. Danaj: Yes.

And you could also pick a design that would have further refinement that would then return back to you with a master plan with all the costs associated with it and in time for you as you begin your new budget process decide if you want to do it on a replacement basis or do it city-wide.

And that master plan is included in this agreement or consulting engagement.

>> N. Hersman: Okay.

Thank you.

>> Mayor D. Lesser: For my own comments, I'm very much in favor of moving forward and giving some direction.

I'm in favor for precisely reasons that Council Member Hersman touched on.

My recollection is this project began from one of our public works director's predecessors in seeking input on signage that needed to be replaced.

And the council at that time felt there should be some greater consistency.

Not to make everything uniform.

As Council Member Montgomery indicated, we cherish that not all signs match.

It is part of the beach character.

We are not looking to become a tourist destination.

From a practical standpoint, the former public works director was looking for consistency, the council bought in, that is why we went out to RFP, that is why the firm was retained and the idea was not to do it all at once but to have it as a template to look at as signs are replaced going forward and trying to identify certain priorities.

With that said, I also want to agree with Mayor Pro Tem Howorth to have a signage program, something that can be used as a reference is extremely helpful as we move forward.

And I myself am very much in favor of option one.

That is the enhance the existing concept.

Not to go crazy, not to change things dramatically, but to come up with more consistency in our signage throughout our city so that it is the view itself that speaks for the beauty of our community.

I think many residents don't want us to get something too complicated in our signage but they would welcome clarifying existing signage.

And my goal, which was mentioned among the goals outlined at the beginning, is to reduce clutter and to make the signage that we presently have more efficient and effective, as Mayor Pro Tem Howorth also indicated, the array of signs, the tapestry, the collage of different styles is confusing.

And many of those signs can be removed.

I think many would welcome that.

With regards to my specific comments, I'm not sure about the large-scale obelisk.

I might be in favor of a smaller one.

I would like to see more renderings and have that run through our cultural arts commission.

I think that would be a change.

It would build on something historic in our community, but it would be very much different and some might think that we have our own Washington memorial or series of them throughout our city without fully understanding the history of them principally being used as street markers.

I do want to come back to the district identity because that was something that tripped up the prior council.

We are only 3.8, 3.9 square miles.

Do we want to divide up our community.

I understand how we have the distinct area of the North Manhattan Beach business district and they have invested a lot as a business district to brand themselves, invest in themselves, make themselves a destination.

I want to respect that process.

But then again, how many districts are we going to have.

And what about other than downtown and North Manhattan Beach?

Are we going to have the east Manhattan Beach district and what sort of signage or banners goes with that.?

> The poor section.

>> Mayor D. Lesser: Finally I want to reiterate banners.

There has been a concern about too many banners everywhere, particularly as in the sun they may fade and not look as good.

Remember how the signage looked on the exterior of the fence of the barren lot on Manhattan Beach boulevard and Sepulveda Boulevard.

I think other times there needs to be a budget for replacing them and I'm not sure we all want to go there.

But I am in favor of moving forward.

To wind up my comments, option number one, and give some guidance to our consultant so we can then have them come back or staff come back with some dollar amounts and also have them have a sign program they can reference.

I have talked too long.

Council Member Montgomery.

>> R. Montgomery: That's fine.

Just a question.

When the prior council approved the contract in 2015, have we expended all the funds.

>> M. Danaj: No.

>> R. Montgomery: So there is still funding left.

>> M. Danaj: Correct.

The next steps to finalize and put together a master plan costing complete replacement versus phased.

>> R. Montgomery: Thank you.

Here are my comments.

I think the question has been brought up by Nancy or Steve.

What we need now.

I will tell you what I hear most about, you mention the obelisks in the tree section.

Not trying to change it.

But I would say the program when you go back out there they want to see the blue reflective on the obelisk that is there.

Until we decide what we will do citywide.

In the interim program, city list one of 1,000, add the blue reflective.

One block doesn't have an obelisk or B you can't read what it says.

Just do we have it temporary and have it around the city.

And those that are arguing not doing the right thing in the environment, the more people going in circles getting lost doesn't that make more gas emissions?

Do whatever is consistent, a wayfinding program to reduce gas emissions, people can find where they are going is one thing.

You can't rely on a smartphone to tell everybody where to go.

And public safety, direction, just the basics.

Those of that remember, Steve knows, the El Porto days when they wanted to identify themselves, they didn't call them NOMA, north Manhattan, they said El Porto, and the banners say El Porto.

The mayor says, they don't want to change their banners.

Give them a time frame.

Six months, remove them and have them change the designs.

But I'm trying to find a way to get that program.

I don't want to decide on what our options are tonight.

I do think we have a need to find something somewhere and drive it forward, so I'm open to all the ideas and what council wants to do but we need to start laying the groundwork so we can find a way there.

>> Mayor D. Lesser: Thank you.

Council Member Napolitano.

>> S. Napolitano: Thank you, your Honor.

I see my colleagues want to go forward.

I still respectfully disagree with it at this time.

We are locking ourselves in.

That is fine if that is what you want to do but if that is what we are going to do, really get serious -- first of all, how much have we spent on this so far.

>> M. Danaj: A little less than \$40,000.

>> S. Napolitano: How much more lit take to get the refined estimates.

>> \$44,000 is the total concept.

>> S. Napolitano: \$4,000 you'll be able to do the rest.

>> I'm sorry, sir.

I can't have you speaking from the sidelines.

Either from the city manager or specific response, come to the podium.

>> S. Katsouleas: I don't have the exact number of what has been spent but the total contract is \$44,000.

And they are right now confident that we will be within that budget.

>> Mayor D. Lesser: Any further comments, Mr. City manager.

>> So far I'll speak to the looks of it since you guys look like you are going to go forward.

Certainly pick the most boring option.

And I would also be can feel about how light the type is because it looks pretty light on the signs.

I would like to see a mock-up on option C with the sea glass and see what that looks like.

>> A. Howorth: Concept one option C.

>> S. Napolitano: Yes.



I would get a few of these back with real materials.

Because I had concerns too.

If you were going to go with the wood as to what that really looks like because the renderings are poor in that respect.

For what we are going to pay and what we are going to get, again, we are looking for consistency.

And we can be consistent with what we have now if we get rid of some things and just go with others.

But I don't know that this is exciting enough to go along with right now, again.

It would have been helpful to hear some of the other comments.

But I'll wait and see what you guys do.

>> Mayor D. Lesser: Mayor Pro Tem Howorth.

>> A. Howorth: I'm going to try to start tying it up.

But I have a question for Council Member Napolitano.

I understand your hesitancy but you wanted to give your aesthetic opinion on the options as proposed.

And you are saying that of the options concept one is boring but you like it, kind of.

Sorry.

We are very blunt here.

>> S. Napolitano: It is boring.

But it works.

>> I agree.

>> S. Napolitano: It is going to get people where they want to go.

You take the graphics out from the banners and everything and you have left with blue.

>> A. Howorth: Right.

>> S. Napolitano: And we have a lot of blue right now.

I don't think it is a big stretch from where we are, and that might be fine.

I was looking if we would be monuments, to have something more exciting than blue type on a white background, for the monument part.

For the street signage it will be something different.

We won't have sea glass signage for Live Oak or something like that.

Right.

>> A. Howorth: I understand that better.

Thank you.

So my comments would be, I appreciate what colleagues were saying about the banners, especially going down Manhattan Beach Boulevard.

And so I think that whatever, whichever direction we go let's especially there kind of -- well, let me say it this way.

I think if we decide on a treatment, banners are part of that treatment, but it doesn't mean that we print up all the banners and put them up.

What it means is if somebody puts a banner up, it follows these guidelines.

I think that is one of the things to consider.

But I would also say --

>> Who is going to print them up if it is not us.

>> A. Howorth: It is us, but there have been times when downtown business wanted to put up banners and they put them up.

If you are going to put up banners, you follow this guideline.

I don't think we need, in terms of if I was going to suggest a path forward and we are trying to look at maybe saving some money here or there, I would say banners are the least of our concerns.

So I would say I would prioritize wayfinding and parking, right, and then as kind of the first step we are going to do.

I think that makes a lot of sense.

I don't think stop everything else.

But it is like let's get a win with parking and maybe regulation signs or parking and directional signs and then you'll see how we go.

And maybe you do the obelisk if we go with option one after that, right.

So I do think concept one maybe perhaps if you chose a different blue it won't be so boring.

What I like about it is it is sort of reflective of what we have now.

So it is not such a big change.

So it is not as exciting from a design point of view, but it is going to potentially easier to integrate, perhaps less expensive in some ways.

I know we are still recreating materials, in a lot of ways.

So I'm going to say concept one but before we decide on the colors we would come back with materials, like you said.

That is a really good way to go forward.

So I would say concept one.

I would also say that why don't we prioritize how the project gets rolled out -- we are approving it tonight, I think, going forward.

We approve a concept, whether it is my idea or not, but then we say, hey, let's focus on the parking and directional first and see how that works and then let's do the entryway obelisks and what not.

>> Mayor D. Lesser: Can I suggest before we call on other council members that maybe we start with a motion and maybe put this in some cogent form and we can all continue to comment.

But at least there will be a possible path forward.

>> A. Howorth: I don't want to confuse my colleague but we will make the motion and discuss it.

I'll say let's go for concept one.

Why does it say option -- wait a minute.

I'm trying to say if it is A or B.

I think it is the white, option one, white.

But you could add a mock-up of a couple other materials.

Actually, I'm not going to decide.

Concept one bring back materials so we can look at the blue, the white, the sea glass.

Bring those forward.

I am making that motion first.

I would like to make another motion after that.

That is my motion.

>> Mayor D. Lesser: I'll second it for purposes of further conversation as well.

Council Member Hersman.

>> N. Hersman: Thank you.

It seems to me that all of the three concepts -- one, two, and three -- they are all pretty much the same, just using a particular color palette.

We are not concerned about which signage first.

It is about getting a color scheme.

>> A. Howorth: I'm talking both.

>> N. Hersman: To me they all look the same just different colors.

>> A. Howorth: You mean between concept one, two, and three.

>> N. Hersman: You are adding a mural on the parking.

That is different.

>> Very different.

>> You are doing that anyway.

>> N. Hersman: My problem with one is I think the obelisks, the only two places where the obelisk shows up is the city identity and the street identity, from what I can tell.

Can I ask if that is true.

It is just those two places, is that correct?

Okay.

So it is just the city identity going into the city and then street, and I don't even know where that would be put. Because it is only in the tree section right now, and I don't know why we are making this the entire city focused on just because we have these little obelisks that are lovely in the tree section.

I don't know why we are putting little Washington monuments on streets to go into the city.

I don't.

I prefer the look to the other ones just because they don't look like the the Washington monuments.

I don't know why it should be the city identity.

>> A. Howorth: Can I clarify some of this.

We can have a discussion about concept one versus two, but my point is my next motion would reflect let's get the design, let's get the materials, samples, but I think we should prioritize which projects we complete first, so that was my -- it is two parts to it.

>> N. Hersman: Isn't that something we do once we get the plan back, once they have actually put that plan together and now we are looking at it?

>> A. Howorth: We could decide to do that.

>> N. Hersman: I think we are putting the cart before the horse.

>> A. Howorth: We can do either.

>> S. Napolitano: I heard that before today.

>> N. Hersman: As far as the banners, they all have banners.

>> A. Howorth: I don't love so many banners.

>> N. Hersman: Right.

Are we saying this look of a banner like the one that is up on the screen, for example, if somebody is doing -- the hometown fair is not going to put that banner up, the various things.

>> They are not.

>> N. Hersman: This is just a nice Manhattan Beach banner.

>> A. Howorth: I don't like so many banners.

>> N. Hersman: It is not to go up and down.

All right.

>> Mayor D. Lesser: Council Member Montgomery.

>> R. Montgomery: I'll say stay out of the weeds, your Honor.

I'm not ready for a concept plan.

I need the numbers, to know the time frame, I need to know the plan itself.

That is why I was he has about the to say -- I'm not there yet.

I'm glad we have some dollars left in the contract that sat there that we haven't used yet but I need more information before I pick one and say I'm there.

I'm not in the point yet.

>> Mayor D. Lesser: I'll try to make a case for moving forward on Mayor Pro Tem Howorth's motion.

We heard there is money left on the contract.

It has almost all been executed on refining these plans that we have here.

But the second more important piece that wasn't really emphasized in the staff presentation is this has followed a great deal of public engagement.

There have been two cultural arts commission meetings which provided specific directions, four city council meetings on this.

Downtown business improvement meeting on it, two north end business improvement meetings, an open survey which elicited feedback, interviews with the public.

To just shelve it when we are so close to it being finished and having the template and perhaps having a budget to align with that finished template, I think it would be silly to not go forward and finish this.

We will have options, as was indicated by Council Member Hersman, noting that certain design elements we could change.

Great.

If the obelisks don't work, we can remove them.

But I think to have a template would be helpful.

It is something many members of the public have been involved in and to shelve it after this much time has been spent I think would be unfortunate.

Council Member Napolitano.

>> S. Napolitano: Thank you, your Honor.

Consider what has been said, especially what you just said.

All that public input, despite all, that what I'm getting from the discussion here tonight is that, well, we don't really want to decide on the obelisk right now.

Maybe it is good, maybe it is bad.

We will put it in there.

The other things, the sidewalk painting, crosswalk painting, doesn't look like.

We already have blue tiles, we will paint them blue.

So we are left with the signage, the street signage, the destination signage, which we currently have choices that we could -- we are looking for consistency.



Are we looking for consistency or enhancement.

If we are looking for enhancement which would be the obelisk, this graphic in the middle of the intersection, which by the way -- or the graphics on the parking lot, isn't that what people really want?

If we just want consistency in our street signage, we can pick one of the many signs we have now and just say we are going to follow that for the rest of the city instead of having the mish-mash.

I look at this, and maybe it is not the final design, but Manhattan reads very small to me.

Maybe they will be bigger.

I know they can be adjusted.

But we have street signage now.

If we want them new, we can replace the old dusty ones and there is your signage, there is your consistency.

But the purpose to me of this would be to enhance.

That is why I would rather take the hundreds of thousands that it would take and put it towards graphics, murals, towards the intersection art.

To me, that is enhancement.

I think we are looking to enhance things.

If we are just looking for consistency, we can do that now.

Do we really know what we want here.

I'm not ready to sign off and I want to know what the dollars are and what it is we are really trying to achieve here.

Just new, even the type is similar to the type we have now.

There are some unique types out there.

Santa Barbara has a very unique type, Hermosa Beach uses a unique type.

I don't know what this is, looks like future, if you are going for a vanilla font and blue background, what have we achieved here.

>> Mayor D. Lesser: Let me quickly engage and then I'll turn to Council Member Hersman, because I'm looking to move this forward.

There are two other big items on the agenda.

>> There is a motion and a second.

>> Mayor D. Lesser: The question, with due respect, what would be the next step, platform to move this forward.

I thought that was one of the reasons why this item, which has essentially been shelved and tabled by the last council, was brought back, because I thought there was interest in exploring how we can have some greater consistency.

And this is the current platform we have to do so, even if it isn't completely refined and finished.

>> S. Napolitano: Is that a question.

Since you pointed at me after what I just said, I would say that staff brought it forward, I think, feeling an obligation, as they should, that we expended this money already.

So, hey, new council, what do you think about it.

That is why we are where we are.

Not because everyone's in love with what it is that is being proposed here.

>> A. Howorth: And I would say that consistency and enhancement are not mutually exclusive.

And I think that is was being brought forward here, hey, if you have consistency, you move your city more effectively and efficiently, and it is public safety, all of that.

But along the way we can enhance that.

And we can add room for art and we can add all of that stuff.

So I feel like there is something here that we can start with.

Maybe it is not option one.

I like concept two a lot too.

If that is perhaps something that I could get agreement on, I'm happy to do that.

I agree with the mayor this has received a lot of public comment and I think this is needed.

I think we can move forward on something tonight.

>> Mayor D. Lesser: Council Member Hersman, do you have anything you would like to add?

>> N. Hersman: Remember, we can combine if we want to do that.

The obelisks to me, I just don't think they are attractive.

I'm sorry.

They are cute in the tree section but a big old pole, it is not to me.

So I would either be similar to the one in concept two but with a blue/white background, just not the whole obelisk thing.

Although I would prefer two and I would like to go forward with two.

I think if we are going to do something and assuming they all cost the same, maybe, maybe not, but that is what we are being told,

assuming they cost the same, I just think the murals on the parking, some stuff like that is going to be really a nice enhancement to the community.

>> Mayor D. Lesser: To move this forward I simply want to ask the colleagues that are reluctant, and this is a good policy discussion.

I think it reflects the views of many in the community.

This is a good conversation.

Is there any part of the motion which is to move forward and allow the consultant to finish up this project, this project that was contracted following an RFP, a long, laborious public engagement process, is there anything that you can see to refine the motion and get unanimity or are you opposed to moving forward.

>> What is the motion.

>> Concept one.

>> A. Howorth: So I am actually going to withdraw my motion and I'm going to change it to option two to try to get three votes going forward and to say we will still get materials back, and at that point we can also have the plan and the priorities and we will get costs back.

When we choose the option and then we know in the materials that will also help us with the plans.

So with the Howorth compromise it would be ding the obelisks and go forward with option two.

>> Mayor D. Lesser: I have seconded your motion.

However I would ask would it be difficult to still come back with more renderings of option one, which I still prefer but to move this forward I agree.

>> A. Howorth: If I go forward with this I don't think we introduce that as well.

Because I think that is changing it up again.

>> All you are doing is taking out three.

You are saying let's do one and two.

To you not like option two, mayor.

>> Mayor D. Lesser: I am less fond of it.

I think there will be a good deal buy-in with the community to the extent we are sticking with what we have existing.

I have heard from residents that they are happy with the community we have now but would welcome simple consistency in the signage, and that is why I gravitate towards one visually but I'm receptive to amending it to different visual treatments.

>> A. Howorth: I hear you and I want to be receptive to that.

Also as far as the dollars that we have left, etc., it will go further if we focus.

But I don't know what to do.

I don't know what to tell you.

>> Another part of that is we could get this plan back and then as when we decide how we are going to go forward, once we get the plan back, are we going to set aside money and just start replacing or is it going to be one at a time.

We may decide the mural is not what you want on the parking garage and instead you want to paint it one solid color like in design one and we can do that at that point if that is not something you like.

At that point, up got some ability to change it.

But coming back with two is all we have done is eliminated one.

>> Mayor D. Lesser: Council Member Napolitano, you'll bring it to closure with your wisdom and experience here.

>> S. Napolitano: On my twentieth Andy's meant.

The Napolitano divergence, I want to consider this as a budget matter.

If we have money left on the contract, fine, finish up.

In terms of what we are finishing up, I think the focus should be less on the street signs and more on the enhancements of the parking lots, the intersection, graphics, and the street signs, whatever.

>> A. Howorth: That is a very different --

>> S. Napolitano: I would rather see some of the signs we already have, pick one and really make things look better by providing graphics like we see on option two for the parking garage.

>> Mayor D. Lesser: I see an opportunity for compromise in as far as prioritizing, which is consistent with what Mayor Pro Tem Howorth said initially.

I just saw my screen go dark.

Council Member Montgomery.

>> R. Montgomery: I think Steve's diversion plan makes sense.

Just trying to find a way to wrap it.

Maybe a substitute motion to make it clear and restate it and move it.

>> A. Howorth: I'll withdraw my motion.

Because it is very different.

It is very different.

I'm not sure --

>> If your proposal is option two and then we are coming back with \$4,000 left to spend for an entire master plan, we can then pick and choose from that master plan what to go forward with, which to me would be the graphics and not the signage, but you can have that argument at that time.

>> R. Montgomery: We are not committing funds.

Let's expend the rest of the funds in the contract and go from there.

>> Mayor D. Lesser: Let me ask city staff if there is any issue with that because we want to move it forward.

>> You'll have refinement around option two and you will have a master plan, wrapping parking garages or street improvements.

>> Mayor D. Lesser: Just to confirm original proposals, elements of option one available to choose.

Does that confuse it or is it feasible.

>> M. Danaj: That is an option but the consultant is willing to do it.

>> S. Napolitano: In terms of that I would say the fallback -- that is why it is important to see the actual materials.

When you say a wood look, I don't know what that means.

And gray isn't the greatest.

That is something we really need to see in realtime and real life.

>> R. Montgomery: Also bring back funding options as well.

>> Sure.

>> That is what we are going to do.

>> We are good.

>> Are we?

>> Mayor D. Lesser: In which case, my monitor is dead but we will call for the question.

>> Is it just straight option two.

>> Need to restate the motion.?

> I thought it was option two.

>> It was option two with the proviso -- knowing that we are spending up to the not-to-exceed amount of \$44,000 to get in finalized master plan and when the master plan comes back our focus should be on the enhancements and things like that.

We can reconsider each individual sign at the time.

So we are picking this option with the ability to change it, go in one direction, choose some of the elements, none of them, but some of them.

>> No new money guaranteed.

>> Now it is clearly stated.

Any clarification, further thought.

If not, we will call for the question.

However, we will call for a voice vote

>> David and I I don't have monitors.

>> Can we kick the screen harder.

>> No -- just kidding.

Yes.

>> Hersman.



>> Yes.

>> Council Member Montgomery.

>> Yes.

>> Mayor Pro Tem Howorth.

>> I think so.

Yes.

>> Mayor Lesser.

>> Yes.

>> 5-0.

>> Mayor D. Lesser: In which case, unfortunately I want to apologize for those in the audience waiting for their item to be heard.

We will call for a two-minute recess for I.T. staff to hopefully come and get the screens fixed.

Otherwise, we will have to conduct the rest of the meeting from the agenda.

Thank you.

[ RECESS.]

>> Mayor D. Lesser: We will bring it back.

You would like to call the city council of October 3rd, 2017, to order.

The next item of business is item number 12 but the evening is getting late and I wanted to ask the community development director, can this item be made shorter?

Are there pending decisions that need to be made?

Must we hear this tonight?

>> A. McIntosh: We are behind every other city in the county in terms of discussing this.

We are pushing up to the end of our time frame, which is why we wanted to get this on the agenda tonight.

Tonight is just a presentation.

We have two speakers.

They both know that time is running late and have agreed to make their presentations as brief as possible.

We would like to get some direction from you.

So because we do have to agendize this on another agenda before the end of the year.

>> Mayor D. Lesser: In which case if there is no objection from my colleagues let's go and emphasize we will be eager to have the presentations be efficient.

>> A. McIntosh: Dana Murray will make a couple comments introducing the two speakers and letting you know what we are doing tonight.

>> Mayor D. Lesser: Let's introduce the item formally.

This is a status update on various community choice aggregation CCA programs that enable cities to purchase electricity from renewable energy sources.

Thank you.

>> Good evening, city council.

My name is Dana Murray, environmental programs manager for the city.

One of the first projects that was on my desk first day was to start looking at CCA for the city.

This has been ongoing throughout the county, actually, the state, for many years, and many city councils in the county had these informational presentations and discussions earlier this year.

So what I would like to see today is our city play a bit of catch-up at this point, start to get everyone here on the same page as what the opportunities and options are.

There are a couple deadlines that we are up against.

For instance, one of the options is joining the county's program, and there is a deadline to join for free by December 27th.

So we would have to have this this be agendized resolution readings before that.

That is why we are up to a time crunch.

Community choice aggregation enables cities to purchase electricity generated from renewable energy sources and what we are looking at is to provide direction on future participation in the CCA programs.

We are not asking for a decision tonight.

We are asking you to listen to a couple main options.

There are others to read the staff report and accompanying attachments.

This is a highly technical decision.

From an environmental standpoint this is getting the city more towards the greenhouse gas reduction emissions goals.

A good move from the environmental standpoint but there are financial considerations that tonight in future meetings we would like to hear from your expertise, weighing in on it.

First we have from the L.A. County program Matthew and later we will have the South Bay clean power program and hear from Samuel.

>> Good evening, council.

Thanks for having me.

I will be short tonight.

My name is Matt Skulnick.

I work for the county of L.A.

I work on this program exclusively.

Let's get right into it.

What are CCAs.

A hybrid approach to utility generation.

If you look at the graphic, that is the current setup with Edison.

They provide three main functions.

Procure the power and set the rates the customers pay, get the power to the customer's house through the transmission and distribution lines and they read the meter and bill the customer.

Under a CCA program the local government takes over one of the three aspects, the power procurement and rate-setting.

Power is still delivered by Edison on their lines and customer is still billed by Edison.

That is potentially very little changes on the customer side.

Customers still get their bill from Edison and pay through Edison, but there is a line item that notes it comes not from Southern California Edison.

This is just a list of cities in operation with the CCA program. Most of them are in northern California.

First was in Marin in 2008 and a number of others followed.

You can see in Southern California the only two operational ones are Lancaster and Apple Valley.

Really quick, the two primary benefits of doing this for a city is customer choice.

Doing this gives your customers more options.

It opportunity remove the Edison options.

And local control.

Things like where the power comes from and what your customers are going to pay are decided here locally and not by Edison executives or state regulators at the CPUC.

These are the expected rate offerings.

If you look at the two bars on the left, that is the standard rate, and when we say rate we are talking about level of renewables.

The state requires about 30% right now.

The standard rate is 30% renewable and what you can see is the price for that that we would offer is lower than the standard rate offered by Edison that comes out to about 5%.

Those middle two bars are what to expect with the 50% renewable option, and the point there is if you look at the green one on the left that is still lower than Edison's standard rate.

Customers would be paying cheaper than what they are paying now for Edison for more renewables.

And then on the right is the price at 100% renewable.

There is a slight increase compared to Edison's standard rate.

That is about 6%.

And I will explain how choices come into play for cities and customers.

If your city decided to join you would choose the rate into which your customers are enrolled.

This is an opt-out program.

If you join your customers join and they have to proactively opt out to go back to Edison.

You as a city can say we want to start all customers off at the 50% option.

When the program starts that is what they will be enrolled into it and from there they can go up or down.

If they want to save more money, they can go down.

Support local renewables at a small premium, they can do so.

Of course with more renewable energy you get more GHG reduction.

This shows what an average city should expect.

And there is economic development aspects to this as well.

From the rate savings that is more money in people's pockets to spend in the local economy and if this entity decided to start building its own projects and renewable assets, that would obviously create the attendant construction jobs.

I don't know if this is extremely necessary given the time but the county has been studying this for a long time.

We had a business plan completed late last year and it actually said the county should launch on its own and include cities later at some later date.

The county board of supervisors at that time did not like that and they wanted to launch together with cities in a more standard JPA model.

That is what was decided.

So from December to March we negotiated the JPA with cities.

The county board of supervisors approved the JPA in April along with the \$10 million in start-up funding and the necessary ordinance.

And quickly going over the joint powers agreement that the board approved, one member one vote.

So every member gets a vote.

The county has one seat.

If Manhattan Beach joins, you get one seat.

Most votes are just a simple majority of the board.

There is an option to call for a weighted vote.

And the weight in this case means the electrical load of the entity.

And so if three entities request there be a weighted vote, it happens.

And it can only happen following the approval of an item.

So it cannot be used to vote down items.

Each jurisdiction also gets to appoint three directors.

One primary director that has to be a council member.

The other two could be another council member, commissioner, private citizen.

There are some standing committees that are in the JPA -- executive committee, finance committee and community advisory committee.

None of these are formed yet.

These are expected to be formed next year.

Of course there are risks getting involved in the energy industry.

These aren't really different than any other entity that is doing something similar.

There is a variety of ways to approach these risks.

I think the point is that our business plan kind of took all these into account, conducted some sensitivity analysis and concluded that there was no reasonable set of circumstances that we would not compete with Edison on rates.

The franchise fee is not affected.

The UUT is because that is a percentage of kind of the aggregate electrical bill of your customers.

So if on aggregate your customers saved 4% on their electrical bill, your UUT would go down 4%.

I would point out if your city facilities are saving money, you would get money back that way.

Customer programs, this program allows jurisdictions to design new programs in addition to the ones offered by Edison.



And I had mentioned earlier your customers, the billing side doesn't change.

Still get the bill from Edison and pay Edison.

As Dana said, there is a six-month period that started in June.

It ends at the end of December.

Cities are covered by the \$10 million start-up fund that the county gave.

We are rolling out in phases over the course of the next year starting with the county buildings in the unincorporated area.

In June 2018 we are going to hit the business and residential accounts for the county in all the cities that have chosen to join and then December hit the residential.

Next steps.

Adopt the enabling ordinance.

This requires two readings.

So it needs to happen at two meetings.

Dana said the end of the enrollment period is December 27th.

You would have to designate who your director and alternates are going, talk to your constituents about the services and programs they might want to see, and help with the public outreach when it comes to that.

That is my boss's name, information, he is happy to talk to you if you need anything.

I hope that was short enough.

I'm happy to take questions.

>> Mayor D. Lesser: Thank you.

Council members, any questions at this time.

Council Member Napolitano.

>> S. Napolitano: How much is it if we join after.

>> A lot of cities ask that.

We are developing a policy for that with the current board, and it is looking like there is not going to be a fee to enter, but the city may have to cover the cost for power for them for two months until the revenue starts coming back from their ratepayers.

>> Mayor D. Lesser: Any other questions at this point before we invite the representative from South Bay clean power.

Thank you very much.

There might be further questions later.

>> I'm from South Bay clean power, president of community choice partners representing South Bay clean power.

There we go.

So I'm the primary author of a variety of reports and templates for this initiative, which was a community and labor-driven initiative originally and present day.

The purpose, and a little bit about my background.

Been a community choice consultant for seven years, consultant for the city of San Francisco, San Diego, Los Angeles county and Sonoma clean power, the second operational clean power in the state, among others.

The purpose of this initiative was also to take a step back and explain how the programs are evolving and to be transparent about kind of

what we see as the risks facing community choice programs up to and a little bit over the horizon.

And then to work with a variety of allies that have informed the process and supported this to kind of get the word out.

So a useful conceptual framework, way of thinking about this, program design.

It is like a business model.

So it is composed of the governance structure and the various ways to operate the program, how all the functions fit together, and then the division of responsibilities between what staff does and what consultants or more experienced service providers do.

And lastly, how you structure those contracts, which turns out to matter quite a bit, particularly for energy risk management, which is the core of the operational business model, what you are really doing.

So this is a little bit of our thought process going into this design exercise.

The risks facing us, does that impact how we should run the business.

Does it impact how we should govern the programs?

And how do we take all this complexity and streamline the implementation of it and enhance the overall agency that is created, and then publicize kind of best practices.

So the risks that are facing CCAs are that the margins are going to be lower, likely starting in 2019 or 2020.

And this is the power charge indifference adjustment mechanism issue which now a lot of people are talking about because recently the legislature

almost froze CCA programs because the utilities like PG&E showed up and testified that CCAs had received \$180 million in subsidies to date and if they don't fix the regulation to correct that it will be \$500 million by 2020.

That needs to be fixed.

It is contrary to law and the regulatory mandate of the California Public Utilities Commission.

Well, so we have seen that coming for a while.

We discovered that regulatory flaw several years ago working for San Diego, and then told the county about it.

That is why we were hired by them.

And so we detailed that in our reports and it is accompanied by recommendations for essentially how to run a more competitive enterprise that could still be cost-effective in a more competitive market.

In a nutshell that boils down to implementing a power enterprise that resembles a utility, which not a lot of CCAs have done.

They tend to take a more simplified approach.

And we point to several real-world examples of more advanced operational models of CCAs in California and how they did that.

And then we also recommended that the operations be scaled up in a regional agency because we want the same economies of scale as Edison enjoys, which helped to enhance their ability to manage price risk.

Lastly, this is a tall order to kind of implement for governments, and so we have surveyed how best to streamline that.

There are probably two options here.

You can hire a consultant and they kind of cobble together the program with RFPs here and there and it gets pretty hard to have an integrated approach under that contracting framework.

Or you can do what the leading CCAs in our opinion have been doing and just kind of issue a single RFP that calls for this advanced model and allows very experienced companies to bid a very integrated and transparent approach to all of this and kind of implement a utility-grade operation off the shelf, as it were.

And then we communicate that through our very detailed reports and meetings like this, which I am sorry I only have ten minutes.

That is just a summary of it.

We can go on.

So when we kind of first started seeing these things, it was a bit off the wall.

Not a lot of people were aware that this market transformation was coming, this regulatory risk.

And consequently they didn't really understand why it was important to evolve the business pretty rapidly or why it was important to implement a regional governance model, which is a tall order.

Fast forward to now, all of these things are happening.

So the legislature had testimony, now widely acknowledged that it is going to happen.

The CPUC has a proceeding going on.

They will come out with a proposed decision revising this in July, which may mean that the new regulation is in place by 2019, which

means lower margins for CCAs starting then, or it could be pushed out a bit.

Redwood Coast Energy Authority CCA did implement a very impressive CCA program and valley clean energy, the Yolo County, is going to implement what we refer to as community choice 2.0, which is an enhanced operational model.

That includes obviously a utility-grade approach to energy risk management but also very good at distributed energy, which is a fairly -- it requires a very different structure to successfully accelerate distributed energy, and SMUD is putting that into place for the first time in any CCA.

We are excited about that.

Beyond that, CCAs are implementing a more advanced approach in bits and pieces as best they can, evolving from where they are all uniquely at right now.

And the regional joint action agency is now kind of under discussion by Cal CCA, the trade association of CCA.

And then there is an acknowledged need this is going to have to happen in some sort of way.

So we focus in all of our work products on making this actionable, pointing to real-world examples.

That includes there are all of these private companies and also public power enterprises, non-profits like the energy authority, SMUD, municipal utilities that are offering these services to CCAs that ask for it.

We publish a 40-page interview of a variety of these companies as part of our work products to educate local governments about what is out there.

The examples of how to do the streamlined contracting, Sacramento, up in Yolo County, Humboldt's approach, they were the original ones to do this.

You can read the RFP.

These are examples of all the joint action agencies around the country.

There are 27 of them.

Public power has been creating these for 50 years.

You have two in California, northern California power agency, Southern California power public authority.

So we studied selection of these, mainly the California ones, and distilled kind of best practices and design insights into our reports.

We have garnered a variety of endorsements, but including from public power experts.

This is Andrea Galativa.

She is one of the five sitting partners, the non-profit that runs the wholesale electricity grid also the executive director of LADWP.

This is Kent Palmerton.

He has run two of these regional energy agencies composed of multiple public power authorities in California, and he is a very strong endorsement.

The recommended regional JPA approach makes sense, the same across the regional public utility community.

The plan demonstrates an understanding of that.

It is timely for South Bay Clean Power and overdue for the industry as a whole.

These are the resources available for Manhattan Beach and other interested cities that would like to form their own community choice program.

Draft joint powers agreement in which we surveyed a variety of CCA joint powers agreements.

And synthesized a lot of the language where we tracked our changes and inserted over 30 comments kind of providing industry context and flagging certain elements for council.

The business plan explains a lot of this and is full of case studies, for example, like the financing section walks through how five different CCAs approach financing.

Goes over the governance considerations, the advanced operational model, and half of it is devoted to how to design an RFP well and how to do contracting.

Last slide, by the way.

>> S. Napolitano: Can I ask a question.

Are you explaining why it is better to join the South Bay Clean Power rather than the county?

What is the point?

>> So the -- I'll go on to the next slide.

>> S. Napolitano: I appreciate all the background on the CCA.

I thought you were representing South Bay Clean Power, yours is the way to go.



I know Matt is talking about the county is his way to go.

Why should we go with you over the county.

>> The South Bay Clean Power is a working group of community organizations.

It is not an actual community agency, and you can join.

So you can talk to other cities in this region and form a JPA.

>> S. Napolitano: But you have done that.

You have talked to other cities?

>> Yes.

I got here about two months ago.

I was working remotely.

Joe Galliano was doing a lot of that organizing work.

So he has gone on to a year long road trip.

>> So it is this or that is what you are saying, Steve.

Or asking?

>> S. Napolitano: I don't know if there are already -- at this point whether there are cities lined up with South Bay Clean Power that want us to join them, and you are representing putting together this group of people and you will guide us through that as a consultant.

>> Yeah, a lot of -- I don't have to guide you too much because a lot of the resources are there.

That is all fairly set up.

Although I'm here to guide you.

>> I will ask Dana to answer that question specifically.

>> S. Napolitano: I'm just not clear on the presentation here.

>> Mayor D. Lesser: If you could step away for just a moment, please.

>> My understanding is that the cities that haven't decided to join the county one or go single city, this is kind of a template for if we wanted to work with other cities.

Let's say Santa Monica, Redondo, and join and create --

>> Create a JPA that doesn't exist yet.

>> That is my understanding.

>> S. Napolitano: My question is though, these folks and Joe before you worked pretty intense I will to get everybody on board and pass resolutions, for instance.

So what is the status of that, South Bay cities wanting to join instead of the county or is the county the only game in town.

>> My understanding is that right now the county is kind of like the existing package deal that we could join.

If we look at the business and financial plans of the county and the business and financial plans that South Bay Clean Power has provided and we decide we would rather go with South Bay Clean Power, we would have more of a leadership role but would also have to initiate a bit of that with some other cities.

>> S. Napolitano: Do we have the same deadline then.

>> My understanding, the only deadline we are up against is if we want to join the county one for free by the end of the year.

That is why this could be -- if we are okay with letting go of this opportunity at the end of the year.

That is why it is a tough choice to make.

>> S. Napolitano: I appreciate that.

Thank you.

>> So my recommendation would be if you are interested you reach out to the CCA committees in Santa Monica and Carson, as well as the Long Beach now has a community choice working group that you could discuss this with as well.

>> Does the South Bay council of Governments have one as well.

>> No, I don't think so.

It might.

The South Bay council of governments, they were a participant in the lace feasibility study.

>> Mayor D. Lesser: I'm sorry.

I would have you come to the microphone if you wanted to share any information.

Did you want to wind up your presentation.

>> Yes.

I guess the last thing I'll say is this is about launching a government-run agency, and there are quite a few choices in front of you.

We have provided quite a lot of educational material and we are always here to help advise.

Thank you very much.

>> Mayor D. Lesser: Thank you.

Council members, any questions for the speaker.

If not, I have some questions for our staff before we open it up for public comment.

Dana first of all, welcome.

This is your first staff presentation.

>> Thank you.

It is a really technical one too.

>> Mayor D. Lesser: Sorry we are a little rushed.

In the staff report there is a reference to the UCLA Luskin center and cities joining and forming a CCA.

Can you be clear on what that would include.

>> Sure.

What a lot of cities have done, they have hired consultants to make these decisions.

I'm not sure if we wanted to do that now if we wanted to do the county one.

The best that I could come up with in the time frame is to look and see where can we piggy back on what other cities are doing.

To give you a little background, many people in the position of different cities, we are meeting and talking regularly.

We are finding out what we are finding out, where the potentials for cooperation lies.

One of these things is I have seen the scope of work and Santa Monica has commissioned the UCLA Luskin center, an academic body, to do an assessment of the options.

The Lancaster model, which we didn't set up, going with one of these options or forging alone as single advertisement that is what the recommendations will look at, making recommendations for the city of summon okay and we can glean certain parts of the that.

And that will come out in December.

>> Mayor D. Lesser: Can you speak about the CPUC rulemaking regarding the CCA.

There was a order about the rulemaking.

How would that affect the economics.

Passing?

And is that something that we should be so concerned about that we might want to take a wait-and-see approach?

>> My understanding is there is one city that is taking that approach but it is actually kind of different from what the rest of the cities are doing.

After we have received some -- how do I put this -- I actually think that Samuel had the best explanation because they are actually tracking this very closely but for the basic understandings that in two years the rates could go up for CCAs so that margin might get smaller but if you have a really solid business plan it will account for that difference.

So worrying about that shouldn't necessarily freeze us from making a decision on CCA now or in the future.

>> Mayor D. Lesser: There is a reference to potentially joining the county by the end of the year because there are certain economic benefits.

Can you confirm just generally what is the ability of the municipality to withdraw from the L.A. County program as it is currently envisioned if for example this California public utilities commission rulemaking goes in a way that makes it less economically advantageous.

>> Matt would be able to tell you the answer.

>> There is no cost to leave other than what has already been contracted before on behalf of your residents.

The primary goal of the program is to buy energy.

If you vote and approve contracts for your residents for power that are five-year contracts and you want to leave two years after that, you would pay something for the three years of power that you are already contracted for.

Likewise, if a member, one of your colleagues on the board, they would be on the hook for what they were contracting for.

>> Mayor D. Lesser: And one more time, can you articulate the advantage of making this decision by December as opposed potentially waiting until 2018.

>> The advantage of launching, we are launching in 2018.

>> Mayor D. Lesser: To join.

>> Oh, what are the advantages to join.

Just the cost.

>> Mayor D. Lesser: What is the cost.

>> To join, what Steve asked earlier.

It is free to join until December 27th.

>> Mayor D. Lesser: But the actual cost next year to join if we don't --

>> There will be no fee, no entrance fee, but that policy is to be decided by the current board.

But it is looking like the city would just have to front the cost of power for their residents or customers for about two months.

>> Mayor D. Lesser: Thank you.

Any other council questions.

>> My understanding is also that if we meet the design by the end of the year that we have more of a voice in the formation of it going forward.

>> Mayor D. Lesser: Okay. Thank you.

I would like to open it up for public comment.

Would any member of the public care to come down and address the item.

Seeing none, close this item.

Council.

Council Member Montgomery.

>> R. Montgomery: Thank you, your Honor.

There are really few things in government that make perfect sense, but I'll read two sentences that staff wrote very clearly.

Joining the CCA would give the city an opportunity to offer its residents, some of the citizens, residents and businesses owners, a renewable alternative to meet the electricity needs.

One more piece, joining a CCA may ultimately reduce the amount that the city and our residents and business owners pay for electricity.

I think joining the county now provide us with that electricity.

You heard the representative say we can withdraw at a later date.

If we find out it is advantageous to go our own way or join, you take the safer approach and join the county now and make the decision when you need it.

>> Mayor D. Lesser: You have made the motion, when Roberts rules of order would normally require us to hear that motion first but would you be reaccept I have the to hearing other members speak.

>> R. Montgomery: Yes.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: I think the county would be a good choice for a number of different reasons.

One, because I worked on it.

We worked together on it.

And he has been a superstar on this issue, really has been.

Having said that, the thing about this, and no one is here to speak about this, this is a big deal.

We can't just sit here and say, okay, it sounds good so we are going to do it.

I remember street sweeping sounded good and for a number of environmental reasons.

And we noticed everybody for months and then the second it got implemented where you were getting a ticket cars that were in the street and were supposed to move that everyone in the world came down here saying I never heard of this, and that is what is going to happen with this. Especially there is some misconceptions out there, there is the idea that government is doing a takeover of power, you can't trust the government, it will cost more.

I know we had some workshops and community outreach but that was quite a while ago.



I think we need to throw together something quickly here, have Matt, if Samuel wants to participate, but throw together some forum on this, one, two, throw it out, the newspapers are going to coffer it.

But this will be a big deal because they will have to opt out to get out of it.

And I really want to put it out to people and get feedback before we go too far down the road.

I don't know what the direction is tonight.

But given the choice I don't think that we want to go it alone at this point.

I think there are benefits to volume and to the county and the money that they have put out.

Because I know they put up the money initially to begin with. I also know that joining before the 27th would get a level A seat as opposed to a level B seat of participation.

And we are meant to get lower rates and more renewables, and the cost of renewables even through Edison will have to go up because the amount of renewables are going to go up over the next several years, required renewables.

So there are lots of benefits there.

But I really think in the interim before making a final decision we need to do a lot of public outreach on this and explain it and accept that feedback as we make our final decision.

>> Mayor D. Lesser: Would any other council member like to speak?

I just simply want to add I agree very much with Council Member Napolitano.

This is going to change how customers receive -- let me be very careful what I say.

This is going to change the whole relationship between the power source through the Edison lines, and we need to make sure our residents understand this and embrace it.

And there needs to be more communication before we move forward.

I have tremendous respect for question Napolitano's longtime involvement with this issue when he worked for the county so very much want to follow his lead.

Not that I don't want to follow anybody else's.

I also want the benefit of time to better understand what this Luskin study is going to show.

I appreciate our environmental programs manager pointing out the study which will look at the economic benefits.

It will be another tool to have.

So I look forward to hearing the motion, unless there are any other council members that want to speak at this time.

Council Member Montgomery, your motion is...

>> R. Montgomery: I'll repeat the motion.

Let me go back to my original terminology so that we don't miss anything.

I propose the city follow the staff guidelines in making sure we provide the direction that the city would like to pursue the CCA approach for energy conservation for facilities, rodents and businesses and defer

making the final decision about which CCA would be most desirable to participate until November or go with LACCC as of tonight.

>> I would second it if we went with the LACCE.

>> I thought we were not making a decision on that tonight.

>> He said not to make a decision whether to go with LACCE or go it alone and I'm saying I think we should go with the county program.

>> That is not what they are asking us to do tonight.

>> Council Member Napolitano.

>> S. Napolitano: Like I said, I understand what you are saying.

I guess I would phrase it differently in the sense that I would like to direct staff to come up with a public outreach plan very quickly to put together a forum, whatever other means, our social media team, so let people know this is what council is considering and what council is considering is joining the county plan.

>> Yes.

>> Correct.

>> S. Napolitano: And that we want to have their input and their awareness of what this program is.

Matt, you can provide the information and we can get it out to folks.

This is a program we are looking at pursuing.

We want their feedback and we want them to have a clear understanding of what it means before we make a final decision and we advertise that the final decision will be made on whatever the December meeting is, end of November is.

>> A. Howorth: But the difference, and I just want to confirm, the difference is that he is saying we are going to go out to the public to make sure this is what they want to do, but we are suggesting the county program.

>> R. Montgomery: Correct.

And defer making a final decision to November.

As amended.

>> Mayor D. Lesser: Before I call the question I just simply wanted to acknowledge the then-mayor who brought this to our attention, and that was mayor Howorth four years ago.

>> A long time ago.

>> Mayor D. Lesser: Held a community forum at the I don't say Ren center.

It was good out reach at the time.

We have been studying it ever since and now we are in a position to pursue it.

With that stated, no further comments.

>> A. Howorth: I forgot that I did that.

I want to point out I did that because of Joe Galliani.

>> Clerk: Honorable Mayor, all votes being recorded.

5-0.

>> Mayor D. Lesser: We all move on to 13, a discussion on bike master plan and prioritization.

>> A. McIntosh: Thank you, council members, and thank you for your patience during that last item.

It was helpful to us.

Anne McIntosh, community development director.

This item is before you.

The city council had discussions about the bicycle master plan in your goal-setting session back in May.

You identified that it was something that was a priority.

Since that time, you have also heard again from the bicycle coalition, not just tonight but previously, and you did ask us to agendize a discussion item sometime during this summer.

So this is the night that we are putting on the first discussion for the council.

I know we got a lot of e-mails from people who are very excited about the idea that some actual improvements or projects are going to be undertaken and felt that the staff recommendation of starting with some of the easy signage and bike path signage might not be as robust as they would like to see, and we certainly support anything that is in the bicycle master plan.

We felt that this would be an easy way to start and something that could be done quickly, but as you'll see, our recommendation is also to give us further direction on subsequent projects.

In addition to the staff report, which Eric and Matt are both here and can comment on the information provided in the staff report.

What was I going to say.

I don't know.

We did put together some additional information about cost of implementing some of the additional items, so if there are things on this

sheet, I think we did -- did we hand it out -- Eric has costs identified with each of these programs.

So he can elaborate on that as you have questions.

So at this point -- yes, we can project it.

At this point I'll turn it over to Eric and let him explain.

>> Thank you.

Good evening, mayor, and members of the city council.

The city's traffic engineer.

I'll make it short and sweet due to the late hour.

In 2011 we approved in concept the South Bay bicycle master plan.

That master plan has about 31 miles of bikeway on it of various kinds, class one, two, three, class three being the signs and class two being the bike lanes and class one being separated bike paths.

We have installed six miles of that.

Some of that include Rosecrans bike lanes between Highland and Sepulveda Boulevard.

Finished up a little bit of a connection between Highland and Alma by near requiring the center median and getting that lane squeezed in.

Also installed bike lanes on Manhattan avenue from the south city limits to about 8th Street and bike sharrows and bike signs from 8th Street to 15th.

And then we did two residential streets with bike signs on Pacific and Redondo avenues.

And installed bike signs on valley and Ardmore between 15th and Sepulveda Boulevard.

So that equates to about six miles.

We have a couple of projects that are underway.

We still have a remainder, a little bit of bike path to go behind a bus stop at the end of Rosecrans and Sepulveda Boulevard, northwest corner, that still needs to be finished.

And then on Marina Avenue in the westbound direction we have enough room to put a bike lane there per our plan when we do our resurfacing next year.

So we will incorporate that right into the project and save money that way as well.

Then through a safe routes to school grant we have a little section of bike path that will be going alongside Redondo Avenue through Polliwog Park.

So by looking at all of our remaining sections, we divided up the bikeways into four different categories as a way to prioritize that.

The first one we call low-hanging fruit, something that is very easy to do.

We can do it with existing traffic and public works funds.

That would give us about 11 miles of bikeway to add to our network.

And the cost of that is about \$13,300 total for signs and poles and what not.

The second category is quick wins.

Those quick wins have a little bit more cost involved.

They do not require design or planning.

And these include sharrows, which are the shared lane markings on some of these streets, as well as simpler work that we can do with the bike lane.

And that tallies up to about \$45,500 for that.

We don't have a current budget for that particular amount.

Then when you go into the big hitters, the items that are more expensive, takes some design work.

But would have a big impact on the circulation of bicycles in the neighborhood.

That is about \$3 million in just that work.

And then also long-term, sometimes requires property acquisition, right of way, and cooperation between cities or private partners such as property owners for that.

And that is about \$11 million of work for those additional three.

We can look individually at the segments we proposed.

We as staff have a starting point of doing those low hanging fruit right away because we have the funds for them.

We can consider sharrows on other streets.

We have had a mixed experience with sharrows in the city, as you might know, in the past.

We have had good success on Manhattan avenue in our commercial area with acceptance of the sharrows.

When we proposed them on Pacific avenue back in 2014, there were many people that were opposed to it for various reasons.



And although we did also have some support.

But at that time the council decided not to put in the sharrows.

Any of the low-hanging fruit streets could get sharrows, but there are only a couple streets that probably wouldn't be appropriate for it either because they are low volume or a very short segment, like 45th street or something like that.

And I can give you estimates on what the sharrows would cost for each one of those segments if you decide to do that.

It adds up pretty quickly.

If you add sharrows to the list in green for low hanging fruit it is about \$85,000.

With, that I would be happy to answer any questions that you might have.

>> Mayor D. Lesser: Council member questions.

Council Member Montgomery.

>> R. Montgomery: Déjà vu for you all over again for you, mayor and marry pro tem and I.

In 2011 what dollar amount did we set aside originally in the city?

>> There is no explicit money set aside for it for the implementation of the bike plan.

But we have a non-motorized transportation fund that we can use for small projects for both pedestrians and bicycle projects as the city council chooses to use it.

>> R. Montgomery: We move the bike plan without dedicating actual dollars to the plan IT, or approve the plan, come up later on for a breakdown of the cost and funds?

>> Correct.

The direction at that time was that as the projects would come forward they would be approved by the city council and funded provided at that time.

>> R. Montgomery: Question two, on your map you show the word route versus sharrows and bike lane.

Explain to those what route means versus bike lane and sharrows.

>> Bike route is a class three, signs only.

Sharrows is also class three but it adds the markings on the ground for the shared lane marking.

It is a double arrow and a bicycle marking.

Placed at about every 250 feet to remind drivers of both the potential for bicyclists on the street and for the bicyclist to help align them correctly so they don't get hit by dollars that are opening and what not.

>> R. Montgomery: Last question, the 45th, under the quick wins, Highland avenue, Manhattan Beach Boulevard to 45th street, what was the impact of the loss of parking spaces?

We know parking is a premium, especially on Highland avenue.

The idea is to what.

How would you handle Highland Avenue between Manhattan Beach and 45th street?

>> For highlighted avenue.

>> R. Montgomery: That segment.

>> Highland Avenue sharrows and bike route signs do not affect parking.

>> R. Montgomery: Perfect.

Leave that alone.

Those are my questions.

>> Mayor D. Lesser: Council Member Hersman.

>> N. Hersman: Thank you very much.

Hi.

>> Hi.

>> N. Hersman: A couple questions.

Looking back at the plan in 2011, there was some language about grants that were available that if they approved, they, the council at that time, approved it by a certain date, I think it was November of that year, that we would have some grants available to us.

Did we seek those?

>> The grants are always competitive, so we have to fight for them, just like every other city.

We were able to get a safe routes to school grant money for the bikeway through Polliwog Park.

And we were ready to start applying for some grant money when the mobility plan was coming forward in 2014 hoping that we would have that finished and be able to apply for grants with that backup as supporting evidence.

So since then it has been kind of stalled.

>> N. Hersman: Okay.

I also noticed it said in the staff report the bike plan has to be adopted or reapproved every five years.

>> No, that is not true.

>> N. Hersman: It said it in there.

All right.

Cool.

Is there a way to -- just looking at a list like that of bike routes and just from here to here and here to here, is there a way to look at it for safe schools?

When we look at our safe schools grants, what have it might be, putting safety first for our students trying to ride their bikes to school.

Is there a way to look at this in that light.

>> Yes, you can.

Every one of our schools has a suggested routes to school and as you get closer to school there will be more kids on that particular route.

So basically like the branching of a tree, your priority would be to prioritize the bike lanes that are closest to the school.

>> N. Hersman: So that is something that you can provide to us.

That says for Robinson this is where we would put in --

>> Sure.

Very simple, Marine view, Grandview, Pacific for Pacific, and Meadows for Meadows.

>> MBMS it is eight streets of Redondo and up or something like that.

>> We have the first bike to school date.

We did lay out some suggested routes for that.

That included 8th Street, Marine Avenue, Redondo Avenue, and we snaked them through the neighborhoods from Marine into the middle school without using the major streets.

>> N. Hersman: That is all.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: When you say, well, we created these routes, we made bike routes, right.

We threw up signs, which were probably inconsistent with whatever sign program we choose in the future.

>> The small green rectangular signs with a white bike on them.

Bike routes, I'm not a fan of anecdotal data, which is an oxymoron in itself.

But growing up here, I rode my bike everywhere.

I didn't look to whether there was a sign up saying whether it was a bike route.

Do bike route signs, the little green things, do they really make things safer for anybody.

>> I would say they are more for the driver than they are for the bicyclists.

>> S. Napolitano: I couldn't tell you where they are on the treats unless I was right there.

In terms of real benefit, it just seems like it is doing nothing.

And I said sharrows, I'm not looking to create conflicts, though, between drivers and bicyclists either.

And do sharrows encourage folks to ride down the middle of the street and impede traffic in.

>> They don't change the rules.

>> S. Napolitano: I know it doesn't change the rules, but does it encourage, change the attitude.

>> It very well can.

And that is the way the living streets and complete streets concepts are doing, the laws that have come through the state of California with the three-foot rule and those kinds of things is the bicyclist is a vehicle as well.

>> S. Napolitano: [ OFF MIC ].

Thank you.

>> Mayor D. Lesser: I appreciate the effort by staff to try and categorize these different projects, low-hanging fruit, quick wins, big hitters, long-term.

But I'm still struggling with something I recall asking, Council Member Montgomery referred to it as day have a view, and it is all over again, the matrices for evaluating which would provide the greatest benefit.

I recognize there is not a single formula.

I'm trying to come up with a series of routes with the existing structure that make the most sense to provide greater connectivity.

And part of this is just what you indicated in your exchange with Council Member Napolitano.

It is about bicyclist safety.

Understood.

But to the extent we as council members can ask how you get the greatest benefit, particularly when spending public dollars, even if it is for signage that may not be consistent with the future signage program, what guidance can you offer besides just low-hanging fruit and etc..

>> With regard to that and not getting into the expense of projects, the last two categories, you'll get a got basic network with the signs only.

If you want to concentrate on more benefit to schools, then I can tell you that you would want to do 1st street and 8th street and Redondo and Meadows and Pacific and Marine.

So that would be your priority for the schools.

>> Mayor D. Lesser: Okay.

For those of us who are in the discussions of sharrows on Pacific, it was a great deal of discussion, great deal of dissension, neighbor versus neighbor.

The written staff report discusses community meetings to discuss sharrows before they would be implemented.

How exactly would the community meetings be conducted given there are strong opinions on both sides.

>> Right.

And it is a point where you after hearing both the opposition and support have to make a decision for the better good of the city, whatever that may be.

When we went and did the Pacific avenue sharrows proposal, we went and did a community workshop.

We notified these residents who were along the street section as well as all of the public and we would do something similar to that again.

>> Mayor D. Lesser: And finally, the dedicated bike -- it would be route -- or bike lane, what was that class.

>> A bike lane, class two.

>> Mayor D. Lesser: Has there been data collected on how many people are actually using it in.

>> We did see an increase after we put it in, we did a before-and-after study.

And I think it was a 10% or 20% improvement.

We are not talking a lot of high numbers, at that point.

10% is not many bicyclists, but it is being used regularly.

And you can be out there for ten or 15 minutes and you can see bicyclists on it.

>> Mayor D. Lesser: Thank you.

Council Member Hersman.

Mayor Pro Tem Howorth.

>> Worth I don't know that I have questions so much as comments so I will wait until after.

>> Mayor D. Lesser: We will open it up for public comment.

[ OFF MIC ].

>> A. Howorth: Now that was funny.

>> Mayor D. Lesser: Actually, there are so few that I won't even have your name called.

Just introduce yourself.

>> Just a few quick comments.



>> Mayor D. Lesser: Introduce yourself for the record.

>> Oh, Mike Dunn, 19th street.

Sharrows cost about \$50 a piece.

There are recommendations, you can put 250 feet.

I ride, as I mentioned in Venice, they are put every tenth of a mile.

Meant to just give some indication and create a little bit of safety.

So it would not be \$40,000.

Does not need to be \$40,000 if you were going to add, or \$80,000, to add them to just the lanes that were put there.

We work very closely with the schools, as we said, we have educated 2,000 kids now in one year in the South Bay.

Not all in Manhattan Beach, but here in the South Bay.

And so this is just continuing what we are doing, trying to make it safer and also held the safe routes to schools, let you know about, and work with Eric to identify those streets.

We put sharrows down.

It just helps with safety.

When we approved the master plan you'll remember there were 30 outreach meetings done at that time.

And to answer your question about what should we do first, the master plan has a priority list.

If you weren't thinking about money, you would follow that prioritized list because it came from qualified engineers, not me.

And it came out of those outreach meetings and studied some interconnectivity.

So we have that.

You have approved it.

That would be my recommendation, to follow that.

And these things are happening every day in every city, Long Beach, Santa Monica, name them around the state and other states.

It is being done.

Not doing further outreach meetings at every one of them.

You put them down, and you can take them down if it ends up being a problem.

It never ends up being a problem.

At least that is the experience we have.

There is a study, I would be happy to e-mail everybody tomorrow morning, where L.A. did a pre and post on sharrows and it said safety was improved.

That is the empirical that I can also add to this.

And I thank you for your time.

Hopefully I wasn't too crazy.

It is 29 minutes past bedtime.

>> Good evening.

I'm Dave S.

Also on the board of the South Bay bicycle coalition.

Like Mike, I like to ride on that new bike path on Rosecrans, so I really appreciate that.

And I also wanted to add that the more visible these things are, signs and sharrows, people are going to be more encouraged to ride their bikes instead of driving.

And if it can alleviate some of the traffic and congestion, make it easier to park, I think it will be good for the city.

So I want to encourage doing as much as we can.

Thank you.

>> Mayor D. Lesser: Thank you.

Any other members of the public care to address this item.

Seeing none, we will close public comment.

Mayor Pro Tem Howorth.

>> A. Howorth: Thank you, Mr. Mayor.

Let's see, I was around when this first came up to council and I was there at actually one of the community outreach meetings with Pacific residents.

And my views on all of this have evolved a bit over time and I want to sort of share my experience with my colleagues, because I think it is really germane as both a resident and a policy maker.

First of all, as they mentioned, sharrows aren't changing the nature of the street in any way.

It is right now someone on a bicycle has the right to be in the middle of the road or if they are keeping a reasonable speed, reasonable bike speed.

What I found as someone who every now and then rides a bike, but full disclosure, I have had panic attacks on bikes.

I'm not at terrific street urban bike rider, and I am admitting a weakness because I will tell you that when I ride my pink cruiser on a road with sharrows I am absolutely safer.

It is just I feel safer and I am safer and cars treat me differently.

And I am saying this to you as someone who has had to pull over to the side of the road because I'm hyperventilating like on valley or something because I don't feel safe.

That is totally anecdotal, but back then, I think it was sort of new -- correct me if I'm wrong, bicycle people by a nod of the head -- bicycle people -- the original time we were talking about sharrows it was a new thing, the laws in California were changing.

So I think that this idea of putting sharrows down, a lot of people were under the mistaken notion that we were changing the nature of the street by putting the sharrows down.

And we simply weren't.

We were just educating the cars.

So I was really misinformed back then.

I agree with Steve about the signs about bike routes.

I know the theory, oh, this is a bike route.

And I remember when Todd DePaola came.

He created the coalition master plan which was a really great thing.

Initially, there are different reasons to do these master plans.

There is this notion of getting people who want to ride their bike because they go to bed at 10:00 at night to work, so they want to find out the best way to get from Manhattan Beach to Venice.

Another reason to do all of this is for the safety of our residents and primarily kids.

I would agree with Steve that the signs about bike routes, yeah, I think they are kind of -- I don't know what their value is as much as maybe we could map it and put it on a map, put it on the city map if that is a concern, but I do absolutely think that sharrows are a very proven worthy thing to do to improve safety.

And I would like to encourage this council to really encourage those, especially in those streets that are mentioned around the schools, 1st, 8th, Redondo, Marine, and two others, I believe.

And I really think we will be doing a real public good.

And as far as the past kerfuffle with what happened on Pacific, and I was at that community meeting and I had many friends.

It was very upsetting to people this was going to happen.

I think they misunderstood the nature of sharrows.

I think it makes a lot of sense for kids and people to move on a bicycle on Pacific.

And I think we could tackle it again with community outreach and do a better job explaining what the reality is and how this could improve safety.

The notion that we are trying to do a street project, like slowing everything down like vista Del Mar is not exactly what we are doing, so let's be careful of that aspersion.

But I do think there is a lot that we could do in this community with sharrows, starting with sharrows on the major ones that I just mentioned.

And one last thing.

So I am willing to go into it again and talk to people again about Pacific and I'm willing to do the sharrows.

And there was one more thing I was going to say.

Oh, I have really noticed in the past four years -- again, anecdotal -- there are a lot more people riding bikes and there is a lot more people making their kids ride bikes and there are a lot of people -- you see it.

And when I was in the leadership Manhattan Beach class and we did the bike racks, it was this notion that if you provide people more racks they are going to use them, and they do.

You see it now at the Hometown Fair coming up this weekend.

There is a bike corral.

And it is awesome.

So people ride their bike down there because there is this big place where they can fit hundreds of bikes.

So I think we absolutely should do some of this and I can't remember what staff is recommending but I would be in favor of all of that.

>> Mayor D. Lesser: Council Member Montgomery.

>> R. Montgomery: Thank you, your Honor.

Those of us -- look.

We all three voted for the South Bay bicycle plan in 2011 and even though to Amy's comment, people didn't know about sharrows, we hadn't seen them much.

Long Beach led the way.

Everybody has learned more about sharrows and what is going on.

The mistake we made later on down the road, I'm not a signage man but if you are going to put build them put signs there.

Not every 20 feet but put signs that are better optics than the normal boring signs.

As a driver I don't look at them.

A different color, bright orange, something else that sticks out, bright green that you can see when you drive.

Now it is forcing you to look at what sharrows are.

You are a safer and smarter driver, hopefully, when you see what is there and what the sign means.

I think it is a cooperation between the driver and the bikes we haven't seen.

We don't see that much in L.A.

Long Beach is better at it.

They are a different color.

They use the green pavement.

That is a good one.

I know, Grandview, the more they can do for us.

Our kids want to ride but they don't feel safer.

We are not taking traffic lanes away.

Same concept, whether for power or bike lanes, you expand this.

They see this and they think you are taking a traffic lane away.  
We can do a better job of going forward now.

And finally I'll conclude with I would like to see the both that we talked about in 11, the low-hanging fruit that staff mentioned here, the quick win, not the high dollar amounts, well under the range of talking money, didn't move it forward but those are the first two I would like the council to bring back and move forward.

>> Mayor D. Lesser: Council Member Hersman.

>> N. Hersman: Thank you.

One question I had is the bike route signs, are those state-required, L.A. city-required.

The signage, we are talking about it, is there something we can change?

>> Two types of signs, one is the green that says bike route, those are California signs you have to have.

The second sign, a diamond-shaped sign, share the road, a couple on Manhattan avenue.

You can add those at intervals along the roadway too.

But yeah, you can't just put up pink signs.

If you want to name the route, the 8th street route, you can add in a type of sign.

>> N. Hersman: So in order to put the sharrows you still have to have the signs as well.

Are they both required?

>> The sharrows don't have to have any signs at all.



>> N. Hersman: So we can save money by just putting the sharrows and not the signs.

>> No.

At minimum the bike route has green signs and you can use arrows to redirect the bicyclists whenever there is a crossroad or something like that.

And then for sharrows you just add the pavement marking.

You can add supplemental signs if you like.

>> N. Hersman: So you do need both is what you are telling me.

>> A. Howorth: She is saying if we just wanted to put sharrows down can we just put it down with no bike routes?

>> No.

>> N. Hersman: That is what I had asked.

You do need to have both.

>> Yes.

>> N. Hersman: So you guys were on council.

I was on parks and rec commission when this came to the joint PPIC planning and parks and rec.

So I actually did vote on it back then.

I think the community's kind of I done talking about it and I think we should be done talking about it.

This should have been put out in the forefront back then and it hasn't been.

So it is kind of like the signage.

Kind of like a lot of plans that we have that gets shelved.

We have to bring them up and do something.

To me, actually doing -- because I have read over the bike plan again to just really look at it.

And some of the things they have are pretty dramatic, putting bike lanes on Manhattan Beach boulevard, for example.

Well, the lanes are going to be very expensive and that is kind of a big deal.

But I do think safety first with our kids.

We got a lot of e-mails from families saying my kids want to ride their bikes to school.

We have to help them do that.

So I'm not.

I think you are correct that people didn't understand sharrows with Pacific.

There is no reason why you would not like them because they don't do anything except give notice to the driver that bikes could be ahead of you.

That is all it is saying.

And I ride my bike and I like the sharrows that go in Hermosa, the whole lane that is great.

They to a great job with that.

The other part is that this was something that the South Bay was doing together.

I don't know what the other cities have completed.

I know Redondo put in that bike lane along king harbor, and is kind of questionable, but that is another matter.

I think we need to know what are the other cities?

What have they done?

It is supposed to be about interconnectivity between our cities.

We really should know if there are sharrows, like I understand somebody said or I read it that Hermosa Beach put sharrows on Ardmore and Valley.

If they are going all the way up to Manhattan, we need to continue that.

Stopping at city lines is not the way to go.

We have people that ride their bikes down Manhattan Beach Boulevard to work.

I see it all the time.

Whether they are doing that because they don't have parking downtown or that is just the way they do.

I mean, we have to be aware of this stuff and I'm just so surprised that we don't move on this at times.

So I think what you were saying, Richard, all the bike routes and put sharrows on them.

You have \$13,300 for the signs only but then there is an additional \$45,450 for the sharrows.

So I would agree we get going and I would like to support that.

>> Mayor D. Lesser: I do see a motion by Council Member Montgomery.

Before I call on Council Member Montgomery and I would like to hear myself, hear the motion but quickly note that we have 15 minutes before we need to vote to continue the meeting past 11:00.

Council Member Montgomery, your motion is...

>> R. Montgomery: To approve what staff as outlined as the low hanging fruit items here totaling \$13,350 as well as the ones labeled quick wins totaling \$45,450.

>> Second.

>> Mayor D. Lesser: Seconded by Council Member Hersman.

>> Yes.

>> Mayor D. Lesser: Council Member Napolitano.

>> S. Napolitano: Lots of things that could be said here.

Yeah, this has come back, like several other things that were put on hiatus and now we are saying it is time to do something.

I'm all for doing something but I'll be honest, the low hanging fruit, just putting up signs doesn't feel like we are doing something.

And honestly there are so many poles and signs around the city already I don't know why we would need to put up new poles.

I think we need to cannibalize the ones we already have for this.

Sharrows, I'm a reluctant supporter not because I don't think they are not good and worthy.

But the success of this program will be rolling it out in the least frustrating way as possible for everyone so it is a win-win.

And I do have concerns that if we put it in some places, it makes a lot more sense where you have four lanes and two going in each direction, you can take up one.

As much as you say we are not taking up lanes with them, if you have got an beholdened bicyclist who is going down the middle of the lane

at rush hour, you are taking up that lane because you are impeding traffic.

And there are rules about impeding traffic but they are hardly enforced in this respect.

So I hope that we can all get along.

But you heard me before.

I really -- yeah, the law allows you to take up the whole lane, but if you are going to create frustration there will be blowback because of it.

And you'll say we have heard people.

Honestly, until someone has done their street you'll hear from them again.

I would do a hybrid of these, low hanging fruit and quick wins because I think they deserve sharrows as well.

I look at the work we are doing on Manhattan Beach boulevard in terms of redoing the streets and I wonder why we haven't actually shrunk the median and pushed the lanes inward to create a bike lane in either direction on Manhattan Beach boulevard if we were doing long-distance planning.

Given that, I think sharrows make a difference in the low-hanging fruit streets.

I would ask the maker of the motion to direct staff to evaluate those for share roe implementations, where they make sense, in addition to the quick wins.

>> Mayor D. Lesser: For my comments, I am in support of moving forward.

I was one who very much opposed council bifurcating the council plan from the mobility plan and here we are four years later and this in the reason why.

I don't think the two need to be interrelated and I'm pleased this has been freed up from waiting on the completion of the mobility plan.

In terms of moving forward, my metrics beyond low-hanging fruit really are as we stated earlier, safety first, but also connectivity, just having a bike path or route which goes to nowhere, kind of look like a bridge to nowhere, we can all speak how wonderful we are and be so proud of ourselves but for me I'm looking at connectivity.

And as one who as a kid used to ride my bike all over town I did follow some of the bike routes which were signed on neighborhood streets as bike routes because they provided connectivity in a safer way, and my parents felt more comfortable with me riding in these safe bikeways.

So I would like to build a greater interconnective bike system consistent with the South Bay bicycle master, which certain council members voted on five, six years ago.

There was a reference to sharrows and bright sharrows.

I guess my biggest concern has to do with clutter as we discussed earlier with signage.

I am sensitive to visual blight.

Not adding road stencils.

>> R. Montgomery: Can I add to the motion to bring it back to the center, with the motion I would add that staff bring back -- you

propose that staff bring back the share options, number one, share roe options and the low hanging fruit category.

I think we need extensive community outreach.

And co-location of signage.

Some of the signs we can put -- I don't know if it is legal -- but why can't we co-locate signage required when putting sharrows there.

Is there a law about co-locating.

>> That is always our intent, use the sign post that is already there.

>> R. Montgomery: As much as possible.

>> As much as possible.

>> R. Montgomery: That is the item I would like to add to the original motion.

>> Mayor D. Lesser: Does Council Member Hersman accept or no.

>> N. Hersman: You know what, I have to say I agree that what I first thought your motion was, I thought the quick wins were all the low hanging fruit routes with sharrows.

But when I went back and looked at it, that is not the case.

And I don't think some of these things that are in here for quick wins is a good idea.

For example, Marine Avenue, Sepulveda to aviation bike lane.

So while I like bike lanes, that is the bike lane to nowhere.

So you ride a bike from aviation to Sepulveda and now you are done.

Because, of course, we know Marine goes into the tiny west of Sepulveda.

It gets very small.

There are things in here that I don't think are the best use of our money right now.

Again, I would like to go back to those bike routes at the beginning and find the ones that are the safety to go to school.

I think that is along with what you were saying.

The priority on those.

And make sure that they have sharrows on them.

The signs, I don't think about.

I think the signs are worthless but if we have to have them we have to have them because nobody knows where they are.

But I would like to see those routes for the schools with sharrows on them and going forward doing that.

>> R. Montgomery: I have no problem with that.

>> N. Hersman: All right.

But he does.

>> Sounds like we have a two-step thing with regard to your motion, we would want to take a look at share roe options and which locations we want to do that.

Probably not the best time to do it at this hour.

Let's bring a list of proposed sharrow street segments to you and you can make that decision so we can go to the community at that point with a short list of sharrow streets that we can have community input on.

With emphasis near the schools.



>> Higher priority.

>> And connectivity.

>> Mayor D. Lesser: Any further discussion.

>> A. Howorth: Yes.

So maybe when you come back to us, two things.

When you come back to us, maybe it is not at the low hanging fruit and the quick wins but it is a revised priority list of the sharrowes.

>> You can see a map how this will all connect.

>> A. Howorth: Number two, Pacific is not there in any way.

Can we add it back in.

And as long as we are clear in the next staff report that comes forward, once council approves this idea, contingent upon the community outreach so that we are -- because it is all right now contingent on community outreach.

I want to include Pacific because it is a flat, wide street that services schools.

>> My only thought, I know we are going to hit the 11:00, so we probably should do something about that.

This is all based on community output.

This whole thing was based on community output.

So I'm kind of just wondering why we need to go back and do it some more.

>> At the time this was contemplated the sharrowes were not being considered on the streets.

>> A. Howorth: If we are going to put sharrows I don't want to surprise people with.

And Pacific I am willing to try again because time as passed and people want it.

That is why I would add it.

>> R. Montgomery: I want to add as a second by line, keep option two, add Pacific separately.

I don't want it holding up the whole package because of Pacific.

>> Mayor D. Lesser: Any further discussion.

Call for the question.

>> It is just the direction to bring back a new list.

>> It is not legally required.

Direction is good enough.

>> Mayor D. Lesser: No need for a motion.

>> That is correct.

I thought we were approving phase one.

>> At the very minimum.

>> We were asking you come back with sharrows for some of those roads.

>> That can still be an independent decision, you can still put up the signs without sharrows.

>> We don't think the signs are appropriate without the sharrows.

>> You told us tonight you can have signs without sharrows but not sharrows without signs.

>> We don't think having signs does us any good, why are we spending any multiply on it unless we are going to put sharrows.

Correct in.

>> Mayor D. Lesser: We will take a moment before we move on and I'm going to confirm with the original maker of the motion, Council Member Montgomery, whether you just want to leave this at direction, in which case come back and we are not thus going to authorize any of this list at this time.

Is that where you want to leave it?

>> R. Montgomery: Tough choice because I want us to take action. Even low hanging fruit, we have the option for that.

But at least get us moving.

Five, six years of waiting long enough.

So I will keep my motion to keep at least the low hanging fruit portion moving forward.

>> Mayor D. Lesser: Thank you.

All right.

In which case this motion was seconded by Council Member Hersman.

Do you still second the motion or withdraw it.

>> The motion is just to approve the signs.

That's it.

All the signs.

>> With direction to staff to come back with the safety and sharrows and all of the rest.

>> A. Howorth: Not the quick ones too.

Just low hanging?

>> Can we at a later time say don't put the signs up.

>> A. Howorth: Signs are okay.

>> Mayor D. Lesser: Can you follow direction on that.

Everybody got it?

Does staff have any further questions?

Seeing none I'll call for the question, please.

>> I lost mine again.

I think I keep hitting it here.

I voted yes.

I think I keep kicking it.

I vote yes.

>> Mayor D. Lesser: My monitor is dead so we will proceed.

>> I kicked yours too.

>> It did record it.

Motion passes 5-0.

>> Mayor D. Lesser: We will see if I can get through the remainder of the agenda in just a few minutes.

Move on to item K, city council reports and committee reports including AB1234 reports.

Are there any.

>> R. Montgomery: I have one.

I attended the contract cities fall educational submit.

The majority of it was Sacramento's legislative environment.

Great discussion, as well as the AB109 redo.

The main thing to talk about with timing, the deputy director for L.A. County Emergency Management.

And the C.E.O. of the Red Cross was there as well.

And an earthquake or whatever will go on, just the idea of what happens if, and I would recommend all of us do it next year.

Thank you, your Honor.

>> Mayor D. Lesser: Thank you.

Item L, future agenda items.

I have just one.

I heard a discussion in the back about how much time is allocated to speakers if they want to speak during public comment and then come back to speak again on an item.

I propose we don't do this tonight but I will ask the city attorney to be fully informed on what the current policy is on the next council meeting and perhaps report on it during the city attorney report.

Any other council members with a future agenda item discussion?

Seeing none.

Move on to item M, city manager report.

>> No report this evening, Mr. Mayor.

>> Mayor D. Lesser: Move on to item N, city attorney report.

>> Q. Barrow: Nothing tonight.

>> Mayor D. Lesser: Move on to item O, informational items.

Received and filed by the order of the chair.

There is no closed session announcement.

Then we go on to adjournment.

And I want to reference that I really appreciate paper Howorth referencing former Torrance Mayor Dee Hardison who had such tremendous influence to our region, in addition to the other individuals in whose honor we will close this meeting with a moment of silence.

I think we should also appropriately close in her honor as well.

Can we all take a moment and stand?

And we will be closing this meeting in memory of Manhattan Beach police records technician, matron Rachel Parker and Manhattan Beach Middle School special education teacher Sandy Casey, the many others killed and injured in the Las Vegas shooting and former Torrance Mayor Dee Hardison.

Let's take a moment of silence.

[ Moment of Silence.]

We stand adjourned.