

**CITY COUNCIL CITIZEN DEVELOPMENT AND
ENRICHMENT COMMITTEE
VIA TELECONFERENCE OR OTHER ELECTRONIC MEANS**

Monday, May 3, 2021
5:30 p.m.

In compliance with Governor Newsom's Executive Order N-29-20, which suspended portions of the Brown Act, Governor Newsom's Executive Order N-33-20 (Stay At Home Order issued March 19, 2020), and the County of Los Angeles Public Health Officer's Reopening Safer at Work and in the Community for Control of COVID-19 Blueprint for a Safer Economy – Orange Tier Risk Reduction Measures (issued April 14, 2021), members of the Torrance City Council Citizen Development and Enrichment Committee and staff will participate in this public meeting via teleconference or other electronic means in our continuing effort to practice social distancing to reduce the spread of COVID-19.

MEMBERS OF THE PUBLIC MAY VIEW AND PARTICIPATE IN THE MEETING via Zoom by using the following link or by calling in with the phone number listed below:

<https://us02web.zoom.us/j/87498134176?pwd=aXVvc2NUdWdJMHA4YzdJeFZ6T3Zxdz09>

Phone number: 669-900-6833
Webinar ID: 874 9813 4176
Passcode: 671297

**CITIZEN DEVELOPMENT AND ENRICHMENT COMMITTEE MAY TAKE ACTION ON ANY
ITEM LISTED ON THE AGENDA**

AGENDA

- | | |
|---|---|
| I. CALL MEETING TO ORDER | Councilmember Mike Griffiths, Chair |
| II. ROLL CALL: Griffiths, Kalani, Mattucci | |
| III. FLAG SALUTE | |
| IV. WELCOME AND INTRODUCTION | Councilmember Mike Griffiths, Chair |
| V. ITEMS FOR DISCUSSION | Katie Wand, Assistant to the City Manager |
| A) DISCUSS REQUESTS FROM RESIDENTS TO ADDRESS SAFETY CONCERNS DURING THE 2020 SEASIDE RANCHOS HOLIDAY LIGHTS DISPLAY AND PROVIDE DIRECTION TO STAFF FOR FUTURE HOLIDAY LIGHTS DISPLAYS. | |

RECOMMENDATION:

Recommendation of the City Manager that the City Council Citizen Development and Enrichment Committee make the following recommendation to City Council as part of the City's Two-Year 2021-23 Operating Budget:

- 1) Place temporary "No Stopping" signs to restrict parking to allow for emergency vehicle access (Expense NTE \$600); and

- 2) Place 20 additional trash bins in the Seaside Ranchos Neighborhood during Holiday Lights Displays (Expense NTE \$924.76); and
- 3) Provide (2) illuminated light boards to assist with traffic control and to inform visitors of parking restrictions (Expense NTE \$3,231.19); and
- 4) Maintain informative webpage on City's website, to include information about COVID-19 protocols as long as they remain in existence; and
- 5) Direct Staff to return to City Council annually in the first quarter of each calendar year report on the previous year's display; and
- 6) Extend the Pilot Program that was approved for the Seaside Ranchos neighborhood by City Council regarding Cottage Food Operations for an additional two years.

VI. PUBLIC COMMENT

VII. CONCLUSION AND RECOMMENDATION

Katie Wand, Assistant to the City Manager

VIII. CLOSING/ADJOURNMENT

Councilmember Mike Griffiths, Chair

Honorable Chair and Members
of the City Council Citizen Development and Enrichment Committee
Via Teleconference or Other Electronic Means
Torrance, California

Members of the Citizen Development and Enrichment Committee:

SUBJECT: Discuss Requests from Residents to Address Safety Concerns during the 2020 Seaside Ranchos Holiday Lights Display and Provide Direction to Staff for Future Holiday Lights Displays.

RECOMMENDATION

Recommendation of the City Manager that the City Council Citizen Development and Enrichment Committee make the following recommendation to City Council as part of the City's Two-Year 2021-23 Operating Budget:

1. Place temporary "No Stopping" signs to restrict parking to allow for emergency vehicle access (Expense NTE \$600); and
2. Place 20 additional trash bins in the Seaside Ranchos Neighborhood during Holiday Lights Displays (Expense NTE \$924.76); and
3. Provide (2) illuminated light boards to assist with traffic control and to inform visitors of parking restrictions (Expense NTE \$3,231.19); and
4. Maintain informative webpage on City's website, to include information about COVID-19 protocols as long as they remain in existence; and
5. Direct Staff to return to City Council in the first quarter of 2022 with a report on the 2021 display; and
6. Extend the Pilot Program that was approved for the Seaside Ranchos neighborhood by City Council regarding Cottage Food Operations for an additional two years.

BACKGROUND

On March 2, 2021, Staff brought an item forward to City Council to provide feedback on the 2020 Seaside Ranchos Holiday Display. Due to the uncertainties with the City's Operating Budget, in conjunction with uncertainties surrounding the 2021 display due to the COVID-19 pandemic, Staff recommended that City Council accept and file the update and come back with an update in three months (June 2021). Since receiving that direction in March, Staff has held additional meetings with the Seaside Neighborhood Association (SNA) to establish which measures they would like to recommend for the 2021 display. Correspondence received from SNA may be found in Attachment B.

The City's position remains the same in that the annual neighborhood coordinated light display in the Seaside Ranchos area of Torrance is not a city-sponsored nor a city-sanctioned event. The decision to do, or not to do, these displays is entirely upon each of the homeowners and the City is not in any way involved in that decision-making process. The City's sole obligation is to implement measures to protect the health and safety of the community at large. It should

be noted that at previous Council meetings, the Council had asked if the SNA and/or Seaside Ranchos residents have ever considered covering some of the cost for the display (i.e. fundraising, providing traffic control, etc.) They have not surveyed their members and did not show interest in pursuing this option at this time.

TEMPORARY HOLIDAY PARKING PERMIT CONCEPT

SNA has proposed that the City of Torrance implement a Temporary Holiday Parking Permit Program for future years, at no cost to Seaside Ranchos Residents. Any type of Permit Parking in the Seaside Ranchos Neighborhood is not supported by Staff for the following reasons:

- Permit parking would cause significant parking impacts in the immediate and surrounding neighborhoods. Parking demand would shift to streets immediately outside of the limits of any proposed permit parking district imposing significant parking impacts on those neighborhoods.
- The permit parking district would likely encompass not only the immediate holiday lighting area, but surrounding neighborhoods as well requiring as many as 700 temporary permit parking signs to be fabricated, installed and maintained by City staff during the display period at significant additional expense and causing diversion from normal critical duties.
- Enforcement of the permit parking restrictions by the Police Department would be required at significant additional expense and at the expense of other critical enforcement activities citywide.
- The creation of a permit parking district is a staff intensive process subject to Traffic Commission review and City Council adoption of an ordinance. Staff preparation of required ordinances as needed to establish the district and City Council hearings and publication would be required at significant additional expense and diversion from critical duties.
- Administration of a newly created parking district permit issuance by the Community Development Department including verification of residency, vehicle registrations, printing, and issuing the permits would be required at significant additional expense and would be distraction from normal duties.
- Lastly, this is not the intent of permit parking established by City Council. Existing permit parking districts were established to mitigate parking impacts caused by impacts from outside the neighborhood such as El Camino College student parking or employee parking from nearby commercial operations. The holiday lighting parking conditions are self-induced and caused by the popularity of the lighting displays set up by the residents themselves.

Staff strongly recommends against permit parking (temporary or permanent) in the Seaside Ranchos Neighborhood. Additionally, Temporary Permit Parking Districts do not exist in the City of Torrance and would require that the Torrance Municipal Code (TMC) be revised. If the Committee is interested in pursuing any kind of permit parking for the Seaside Ranchos Neighborhood, Staff will prepare an item to be brought before City Council, to include a cost analysis and required changes to the TMC, for conceptual approval by the City Council before moving forward.

ANALYSIS

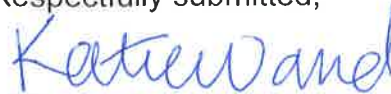
With approval from the City Council, Staff is supportive of continuing to implement the following health and safety measures on an annual basis during the month of December, based on anticipated crowds and increased traffic in the weeks surrounding the Christmas holiday:

1. Place temporary "No Stopping" signs to restrict parking to allow for emergency vehicle access (Expense NTE \$600); and
2. Place 20 additional trash bins in the Seaside Ranchos Neighborhood during Holiday Lights Displays (Expense NTE \$924.76); and
3. Provide (2) illuminated light boards to assist with traffic control and to inform visitors of parking restrictions (Expense NTE \$3,231.19); and
4. Maintain informative webpage on City's website, to include information about COVID-19 protocols as long as they remain in existence; and
5. Direct Staff to return to City Council annually in the first quarter of each calendar year report on the previous year's display; and
6. Extend the Pilot Program that was approved for the Seaside Ranchos neighborhood by City Council regarding Cottage Food Operations for an additional two years.

The total not-to-exceed (NTE) cost that was approved by City Council for the 2020 display was \$4,755.95. This included the health and safety measures mentioned above. Staff recommends that the Citizen Development and Enrichment Committee recommend to City Council, as part of the Two-Year 2021-23 Operating Budget, that an annual NTE amount of \$4,755.95 be approved for City-funded health and safety contributions for the annual Seaside Ranchos Holiday Lights Display.

Additionally, the Torrance Police Department has an obligation to public safety for the entire City, and will continue to staff Officers for bike patrol and traffic control in the Seaside Ranchos Neighborhood as available. Unless the Seaside Neighborhood Association, or another organization, covers the cost of the Officer overtime for specific days and shifts, TPD cannot commit to a set, dedicated schedule each year.

Respectfully submitted,



Katie Wand
Assistant to the City Manager

CONCUR:



Aram Chaparyan
City Manager

Attachments:

- A. City Council Item 9G dated March 2, 2021 with Attachments
- B. Correspondence

Council Meeting of
March 2, 2021

Honorable Mayor and Members
of the City Council
City Hall
Torrance, California

Members of the Council:

SUBJECT: City Manager- Debrief on 2020 Seaside Ranchos Holiday Lights Display. Expenditure: None.

RECOMMENDATION

Recommendation of the City Manager that City Council debrief on the 2020 Seaside Ranchos Holiday Lights Display and direct Staff to come back in June 2021 to receive direction regarding the 2021 display.

BACKGROUND

On October 27, 2020, City Council concurred with the recommendation of the Citizen Development and Enrichment Committee and approved the implementation of the following health and safety measures during the 2020 Seaside Ranchos Holiday Lights Display:

1. Place temporary "No Stopping" signs to restrict parking to allow for emergency vehicle access as requested by Seaside Ranchos Residents (Expense NTE \$600); and
2. Place 20 additional trash bins as was done in the 2019 Holiday Lights Display (Expense NTE \$924.76); and
3. Provide (2) illuminated light boards to assist with traffic control and to inform visitors of parking restrictions (Expense NTE \$3,231.19); and
4. Maintain informative webpage on City's website, to include information about COVID-19 protocols such as masks and social distancing; and
5. Direct Staff to return to City Council in the first quarter of 2021 to report on the 2020 display; and
6. Extend the one-year Pilot Program that was approved for the Seaside Ranchos neighborhood by City Council regarding Cottage Food Operations for one additional year.

The City's position remains the same in that the annual neighborhood coordinated light display in the Seaside Ranchos area of Torrance is not a city-sponsored nor a city-sanctioned event. The decision to do, or not to do, these displays is entirely upon each of the homeowners and the City is not in any way involved in that decision-making process. The 2020 Display was especially unique due to the COVID-19 pandemic, with several homeowners choosing not to decorate and/or not to sell cottage food items in efforts to help slow the spread of the virus.

In January 2021, Staff from the City Manager's Office, Fire Department, Police Department, and Public Works Department met internally to discuss the 2020 display. It was noted that there seemed to be additional vehicle traffic and longer wait times for people to enter the Seaside Ranchos Neighborhood. It was reported that there were fewer Cottage Food (resident) vendors as well as fewer Sidewalk Vendors than in previous years.

Also in January of this year, the Seaside Neighborhood Association (SNA) reached out to their members and asked for feedback on the 2020 display. That information may be found in Attachment A. Staff met with representatives from the SNA to discuss the display and agree that there are areas for potential improvement. For planning purposes for the 2021 display, though, the SNA and the City agree that it would be beneficial to wait a few months to see what COVID-19 pandemic may look like in December 2021 and then identify what kinds of changes may be most feasible and beneficial to the Seaside Ranchos residents (i.e. consideration of permit parking, parking restrictions, traffic patterns, signage, trash bins, etc.)

ANALYSIS

The total not-to-exceed cost that was approved by City Council for the 2020 display was \$4,755.95. This included the health and safety measures mentioned above. This did not include Torrance Police Department overtime that was incurred since TPD cannot commit resources to this event (i.e. regular hours or a set schedule) as they have an obligation to public safety for the entire City and need to prioritize accordingly.

Due to the large lines of vehicles waiting to enter the neighborhood and the traffic concerns that they were creating, TPD had Officers staffed for traffic control and bike patrol for the majority of the evenings during the Holiday Lights Display. This resulted in 787.8 hours of overtime dedicated to the Holiday Lights Display alone, which cost the City \$63,774.32. A more detailed breakdown may be found in Attachment B. It should be noted that at previous Council meetings, the Council had asked if the SNA and/or Seaside Ranchos residents have ever considered covering some of the cost for the display (i.e. fundraising, providing traffic control, etc.) They have not surveyed their members and did not show interest in pursuing this option at this time.

Due to the uncertainties with the City's Operating Budget, in conjunction with uncertainties surrounding the 2021 display due to the COVID-19 pandemic, Staff is recommending that City Council accept and file this update and come back with an update in three months (June 2021). Staff is confident that during that time, as the pandemic continues, we can hold additional meetings with the SNA to establish which measures they would like to recommend for the 2021 display. Staff will then produce estimates for these requests for City Council consideration as part of the Fiscal Year 2021-2022 Operating Budget.

Respectfully submitted,

ARAM CHAPARYAN
CITY MANAGER

By Katie Wand
Katie Wand
Management Associate

CONCUR:

Aram Chaparyan
Aram Chaparyan
City Manager

Attachments:

- A) Feedback from Seaside Neighborhood Association
- B) Breakdown of Torrance Police Department Overtime Costs

Seaside Neighborhood Association Holiday Lights Committee

Resident Feedback 2020

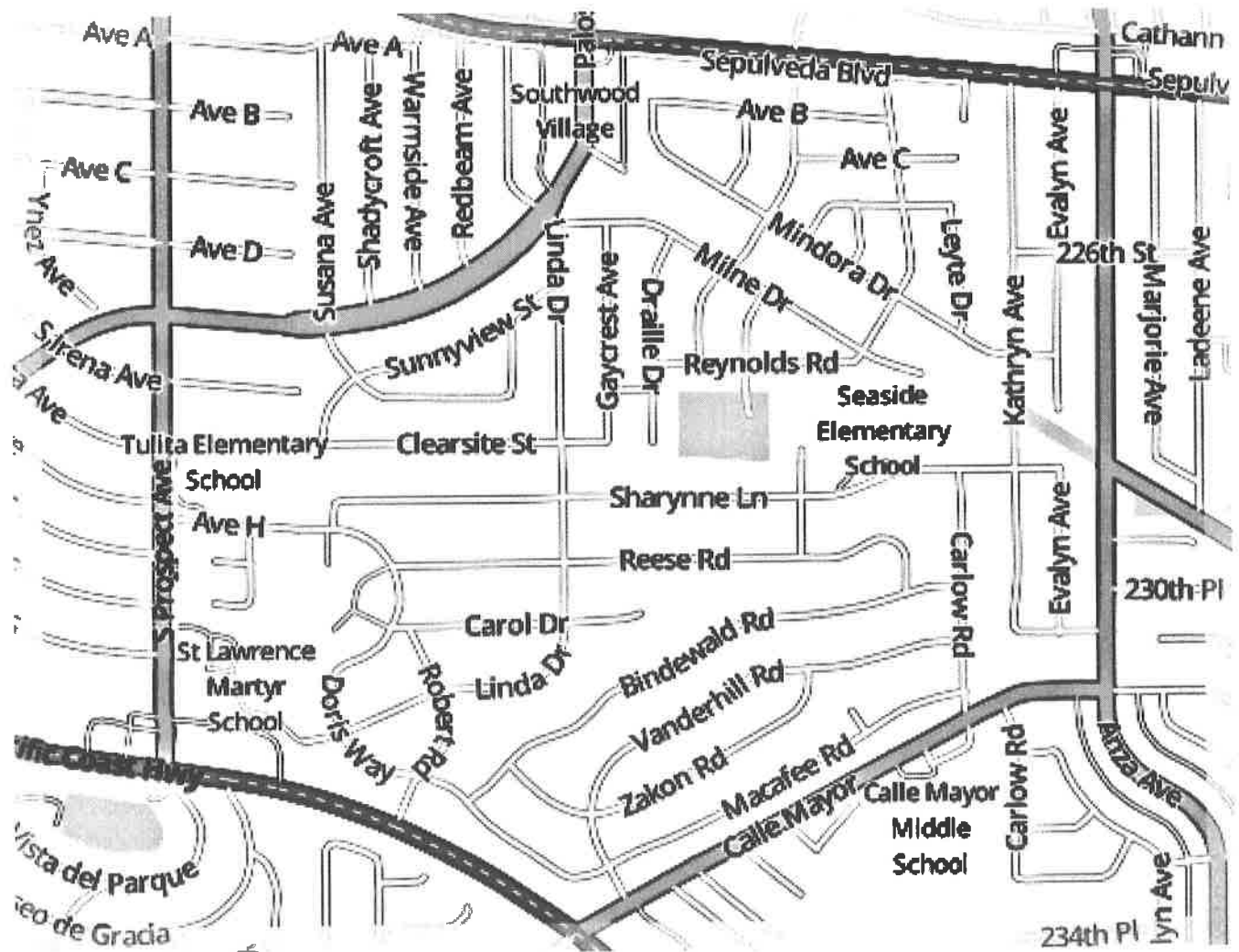
2021-01-24 - Editor: Mike Short

The holiday period in 2020 was atypical because of the COVID-19. As expected far fewer visitors did walk the lights out of respect for each other's health, those who did walk were mostly wearing masks. However vehicle traffic was thought to be more than in previous years. Most residents who decorated their homes in previous years did so this year, although some (est. 25-30%) did refrain because of the pandemic.

The feedback below is split into 5 topics, Traffic, Parking, Vendors (and Trash), Enforcement, and Website.

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TOPIC: Traffic

Intro by Mike Short:

This year was unusual in that Torrance did not position signs directing traffic into or out of the lights area. Residents who were worried about the effects of gatherings during the pandemic requested that there should not be any signs mentioning holiday lights on the surrounding arterial routes as they were considered advertising. There were two illuminated signs on PCH, one either side of Calle Mayor, with the (approx.) words "Expect Delays", "Wear a Mask".

Redondo did put up signs for "Holiday Lights" on Prospect and Palos Verdes Blvd. which did cause a lot of congestion on Linda Drive.

For reasons unknown to residents there were no signs put up inside the area directing traffic through and out of the area.

It was interesting to see the result of having less signs. There were significant tail-backs on PCH, Calle Mayor, and Palos Verdes Blvd. We heard from many residents who thought it an improvement over previous years, and it is felt that the roads with more than one lane in each direction were capable of holding the lights traffic without causing significant problems for through traffic. Also having traffic wait outside of our residential streets reduced the pollution levels inside the area.

The size of the tail-backs taught us that the underlying problem is the rate of throughput. As in previous years traffic tended to follow the vehicle in front rather than spreading out. While resources were available TPD made valiant efforts to direct traffic at the junction of Robert Road and Doris Way.

What we saw was that by far the majority of traffic entered either via Robert Road at PCH or via Linda Drive at Palos Verdes Blvd. Unfortunately those two streams both headed for the same place, the junction of Doris Way and Reese Road. Even when traffic was directed by TPD down Robert instead of Doris it ended up joining back up with Doris at the bottom of Robert.

Residents reported that nearly all traffic entering on Linda from Palos Verdes Blvd took a right turn onto Sharynne Lane.

The tendency for traffic to follow each other coupled with the tendency to head for the nearest and brightest display causes uneven flows that if better managed could lead to more throughput and less tail-backs. During this year the SNA would like to discuss with Torrance possible ways of improving signage inside the area.

Residents also pointed out that there is a need to protect the 'back doors' that they use to get to and from their homes. If all entry points become blocked it causes hardship, especially to those who return from work during peak times forcing them to park outside of the area and walk to their homes, and also to the elderly who are not capable of walking large distances. Residents who do park outside have to retrieve their vehicles late at night if they feel brave enough, or the next day if not. Also those residents who work at night might have to park their vehicles outside of the area in daylight so that they can walk to them later in order to get to work on time.

Feedback from residents:

- Huge line of cars along PV Blvd. from Prospect Ave. going south and then turning right onto Milne, then right onto Linda Drive. Huge bottleneck on Linda Drive going south. The vast majority of cars 'follow the leader' and turn right (west) onto Sharynne Lane, leading to a bottleneck on Sharynne and then onto Doris Road.
- The Kathryn Avenue entry point has already been noticed by some folks this year. It has been one fail safe for residents to get in and out. When there were discussions to put signs up directing traffic onto Carlow there was fierce opposition from folks on that street. And the voices on Bindewald even took down some of the early versions of signs in Carlow.
- Bindewald traffic was dramatically lighter. I attribute this to no signs of any kind on Calle Mayor or Anza. One night in particular, I had to go out, and upon returning I saw the same depressing line of cars on PCH headed

north from Anza. Normally this means I'm going to park two blocks away and walk, return to retrieve the car later, but we've had to do that for years.

- Tell the city no directional inbound signs, please. Leave the vehicle backup on the four lane arterial streets that can absorb it (PCH, Calle Mayor, PV Blvd), and let them act as a natural regulator of how many cars come in to the neighborhood. This also leaves the eastbound escape routes (Sharynne to Kathryn; Reese/Bindewald to Carlow) without adverse impact.
- Due to traffic - I could not leave my home from 4pm on. Fortunately no one blocked my driveway this year. The air quality was horrible. All the cars were only going in one direction causing congestion and such a carbon monoxide - you could not breathe.
- From Linda drive - EVERYONE was waiting to turn right onto Sharynne Lane. This blocked traffic in ALL directions. I was very grateful that no one went "postal."
It would have moved traffic a bit smoother if someone in the "salmon stream" would have turned left on Sharynne or went straight to Reese or Carol.
- Lots more traffic than usual but much less congestion, as traffic moved pretty well and not too many people were walking.
- Much better experience overall than in previous years because the people on [Ed: Bindewald and] Zakon Road were not selling from their house, which always stopped traffic and backed it up all the way down Bindewald. Much less trash.
- I talked to three friends, all in Sleepy Hollow, and the consensus was that this year was the best Lights Displays experience in the last 5 years. Much less foot traffic than previously, and the vehicle traffic flowed pretty well. 'Secret escape routes' in and out of area via Gaycrest and Kathryn worked fine.
- We live on Linda in between Robert and Carol. We noted that the massive backup down PCH past Calle Mayor is completely unnecessary. There was either a policeman or private security at the entrance off PCH to Robert that was allowing everyone to turn left to Doris - causing significant backup. If they directed traffic down Robert to keep flow going we would of alleviated significant backlog. Robert was completely empty.
There were streets like Robert and Linda which had almost no cars, not traffic but cars, on the busiest nights meanwhile there was a massive traffic backlog.
If the police will not direct traffic as it is not a city sanctioned event, I'm sure we could get a sign and/or volunteers to keep the traffic going.
- This year, due to Covid, it seemed foot traffic was lighter than normal (very much welcomed).
- This year was definitely an unprecedented year. The one thing we noticed was the increase in traffic and the challenges getting in and out of Seaside in general with intersections being blocked and drivers being aggressive. It would be nice if there was traffic control and a precedence was given to residents and their guests.
- We were very pleased to see more people driving than walking.. given the pandemic. That being said, the lines of traffic were staggering. The cars never stopped.. long long long slow moving lines. That often lasted until 11pm.. past the 10pm lights off. Lots of motorcycle caravans. Terrible congestion. Fumes. Gridlock. Noise. And some thefts still of yard decorations.
- Living where I do I get a birds-eye view of the Doris/Robert junction.
I believe the police presence was greater than previous years because the competing Del Amo Mall was mostly shut down.
About a week before Christmas TPD put cones across Doris so that traffic going down Doris from Bindewald had to turn right onto Robert. That was one reason why Bindewald didn't get as backed up as in previous years. The other reason was the lack of the usual signs directing traffic PCH -> Calle Mayor -> Carlow -> Bindewald.

The cones were quite effective except that cars would nudge the cones out of the way and then the procession would go back to going straight across Robert down Doris again. A couple of times I alerted the police to the breakthrough and they replaced the cones.

The other thing TPD did was use flashlights to direct the traffic entering Robert from PCH to go straight across Doris. That worked very well for a period of time, traffic was streaming in from PCH. But inevitably that choked up too. Perhaps the traffic went down Robert all the way to Carol and met up with the other stream going down Doris.

Any scheme to keep traffic flowing would need to be quite comprehensive; you can't just push it down a street without helping it when gets to the end of that street.

- There was more traffic, but seems like that is what was wanted over people walking. Those that were walking were pleasant and wearing masks for the most part. Also, the no parking lane kept traffic moving and it appeared to be a little less of an issue for residents down in Sleepy Hollow.
- The lack of a few of the usual signs like the one on corner of Calle Mayor and Carlow creates back up on Calle. Didn't see any of the Exit signs sending people out of the neighborhood.
- We have good plans, but somehow they never get fully implemented. How or why recreate the wheel when this year as many other years it all "almost" get done.
- Need some type of directional coming off of Linda from PV to direct them to Sharynne some direction. And then a sign to get people out from that area if they came in from that area.
- I noticed the reduction in foot traffic was a welcome change. Would it be possible to allow or encourage only drive through traffic either by posting signs at all entrances or permit parking only after 5pm? Just a suggestion.
- The rest of it I don't think we can or should try to control. Traffic will always be backed up on PCH, Calle and PV Blvd. It's a natural deterrent for people not to come in, IMO. It's been that way forever, and this year may have been a bit worse since fewer people walked. I noticed the TPD stepped in a few nights and put up cones to funnel cars down Robert from Doris and PCH. Probably because they were worried about the back-up on PCH, I'm guessing.

I don't think adding more signs will help direct cars within the neighborhood or ease the traffic. Unless the signs are at least 24'x24' or larger and illuminated, you can't see or read them. Having cars go in one direction is a bad idea, especially for residents trying to get in and out of the neighborhood.

- On Carol Drive the traffic wasn't any worse than last year, and lighter during the week. Traffic mostly flowed west to east, with few cars going west. On the weekends it backed up going east towards Linda, due to the bottlenecks at Reese/Linda and Sharynne/Linda's four way stops.
- I observed very few walkers most nights, small groups with more on the weekends, as is typical and 95% wearing masks. Fewer walkers also helped the congestion at Reese/Linda and Sharynne/Linda. Without traffic control at the intersections of Linda/Reese, Linda/Sharynne and Robert/Doris, the traffic juggernauts will never change.
- From a resident's viewpoint, I actually loved having virtually no walkers. It's quieter, less of a party/circus atmosphere, less landscaping/property damage, and way less trash. I could do without the loud music and screaming from cars and the horn honking, but not much we can do about it.

TOPIC: Parking

Intro by Mike Short:

I heard that several residents were disappointed that the 'no parking' side was not alternated this year. This is not an idea that has been floated to the City before but it could be considered. Safety is the main concern but the 'inconvenience' to residents could be shared around by swapping the 'no parking' side of streets.

Feedback from residents:

- The Emergency Access Lanes were a big help in keeping the streets clear.
- I talked to three friends, all in Sleepy Hollow, and the consensus was that this year was the best Lights Displays experience in the last 5 years.
The Emergency Access Lanes gave them peace of mind that emergency vehicles could get in when needed.
- I am happy that the parking restrictions did not start until later in the month, I hope that doesn't change. It would be nice if the "parking side" would alternate from year to year, it's quite annoying that all the cars were parked on my side of the street two years in a row.
- We like the one side of the street parking, it helps with crowds and makes it easier to get around. ...but we understand that it doesn't work for some people.
- Certainly not as much foot traffic but what there was seemed to move well. It really helps not having car parking on one side of the street. We live on Sharynne and the traffic move much better with that in effect.
- My big issue is the parking restrictions. We did not park any vehicles in the prohibited spots during the 17 day period. I did go out and look periodically, maybe 10 out of the 17 days, and every time there were anywhere from 3-8 cars parked along our side of the block (south side of Sharynne between Linda and Dennis). There didn't appear to be any enforcement of the parking restrictions at all. This only reinforces my frustration with the restrictions.
The rest of the issues were okay. Lots of traffic, but since we seldom left our home in the evenings we weren't impacted. Fewer walkers as expected. About the same amount of trash (which generally hasn't been an issue for us). It seems like people were louder this year - more loud music from vehicles, and more revving of engines and stuff like that. People seem to forget that this is a residential area.
- I live on Sharynne Lane in the Holiday lights area. I have a suggestion for next year. On the second weekend in December, I was coming home around 7:30 on a Saturday night and I was stuck in traffic on Linda drive starting at the bottom of the hill next to PVBlvd. It took me 45 minutes to get home from there! I think that Linda drive should also only allow parking on one side of the street because if there was an emergency there would be no way an ambulance, police car or fire truck could get through.
- I am opposed to the one side of the street parking. This makes living here risky during Christmas but I knew that moving in. It is a pain in the butt to relocate cars. Neighbors try to barricade/cone off in front of their homes (I don't blame them) so that their visitors have parking. We know what we were getting into when we moved in so let's get both sides of the street back to normal.

TOPIC: Vendors (and Trash)

Intro by Mike Short:

Clearly residents are not a fan of refreshments being sold from homes unless they are the ones selling. Not really surprising because local residents have no need to purchase the goods on offer by the 'Cottage Vendors'. It's reported that there were less this year, no doubt influenced by the coronavirus. Also that less vendors means less trash.

A personal note is that because of the pandemic I was less inclined to pick up trash like I did in previous years.

Feedback from residents:

- Due to people not selling food - the BEST outcome was that the daily trash was lessened drastically. I really think that the committee should rethink the concessions question. Banning it would be great.
If not - permits should be a must plus a percentage of gross receipts should be given to SNA or to the scholarship fund.
- Less people selling from their homes this year led to much less trash. Lots more traffic than usual but much less congestion, as traffic moved pretty well and not too many people were walking.
- Much less trash because when a lot of people sell from their homes there is a lot of trash. I never saw the police.
- Neighbor on Zakon [Ed: Bindewald?] did not sell out of their house, which resulted in no traffic issues on Bindewald. Also because of that, there was no noise or disruption near our house.
There were fewer walkers, and I only saw one outside vendor. I'd give it a two thumbs up! Best Holiday Lights Displays experience for years.
- There was much less trash than in the previous couple years, probably due to less people selling out of their houses.
- Still see some of the Vendors selling the lighted balloons and other items but not sure how you can completely keep them out. The extra trash cans are always appreciated around this time.
- My two cents on this year. It was nice to have less people selling, seemed to lessen the chaos, unfortunately I imagine there will be many more vendors next year.
A suggestion is to "encourage" all those residents that sell goods to please go around and pick up trash the day after they make sales. I realize this is not enforceable, but is merely a suggestion to those that sell, perhaps they could give back since they are profiting from the "gift" that others are giving by decorating.
- I have to admit I did enjoy the fact that there were less food vendors etc - it made it less hectic and more enjoyable.
- One upside, fewer vendors. We did still have someone selling by our house a couple of times. He was there much less than years past, but still there a couple of times.
- Less vendors from both houses and street vendors was a total blessing. Both in less trash and less traffic congestion due to cars pulling over.
And great job on extra trash cans from City. Although the one that was supposed to be at 4807 Reese was not there this year. Next year would be good to have on that corner even if neighbor moves it up street by one house.
- The outside vendors selling light toy/fixtures were back selling from seaside school.
- I walked a few streets one night and encountered 2 women selling tamales out of their trunk at Robert and Carol. I told them that wasn't allowed and they ignored me, lol. I did call the TPD non-emergency line and reported it. Again, without enforcement, the vendors are hard to control.
I didn't see any other vendors, but did see light sabers, etc., so I assume they were nearby. I saw the TPD bike

patrol on my corner (Carol/Linda) twice during the season. Fewer neighbors were vending from their homes, which made for less trash and less traffic backup.

- It seems to me that the past 5 to 6 years things have gotten worse. I think we took a turn for the worse to a different atmosphere once we started to sell product off our properties. What started with a few houses started to snowball and then we had outside vendors and now special carve out laws issued by the City. First attempts were trying to keep outsiders from selling but allow the residents to sell. The City got creative with its rule-making/laws but frankly is just for show as there is no enforcement of what residents can sell or how they sell their product.

Sidewalks are jammed and do not move when one approaches a home that is selling. Selling food is also bringing people out of their car. Sidewalks were busy in the past but not nearly as bad as they have been in the past 4 to 5 years.

Why do we want to pull people out of their cars? More trash! Come through and enjoy the lights from the car and move on. Why do we need trash cans now? Because we have residents selling food and now we have much more trash than before. We had trash before but not this bad.

Where do people go to eat this food? They either eat and walk or 1) linger in other neighbors' driveways, 2) sit on the back of parked cars or 3) sit on retaining walls. What is next? Park benches for visitors to sit on so they can eat their purchased goodies?

Why are Churros sold off the corner of the lawn from one house on one of the busiest intersections of the neighborhood? Have you seen the overflow of people lining up? It impedes car traffic when it gets so busy that they people bubble out into the street. It also forces others just walking by to dart into the street to get by and this also stalls traffic. It stalls traffic in the crosswalks which again impedes car traffic. A main dining location for those purchasing churros is the retaining wall at the Ferris Wheel house across the street. I thought we were only allowed to sell from our driveways?

I am opposed to a special carve out for residents to sell food out of their homes. There is no enforcement so why have a special carve out rule? I have hot dogs being cooked nearly every night on my street. I believe not allowed.

Certainly, I also believe that social media has increased the numbers. But I am a firm believer that we created the mess we are now in with so many residents rushing to make money from the Christmas season.

Bottom line we are not a farmers market. We are a neighborhood. I would much rather the Farmers Market stay at Wilson Park on Saturdays and not relocate for the month of December into our neighborhood.

TOPIC: Enforcement

Intro by Mike Short:

The SNA was advised by the City that there would be little to no enforcement available for the 2020 season. However possibly as a result of the Del amo Mall only being partially open it seems that officers were able to be in attendance.

It has been pointed out that members of TPD, be they officers or dispatch, seem to have a different understanding of the ordinances affecting vendors. We wonder if it would be possible for the shift commander to inform officers of the ordinances when they are assigned to the holiday lights.

It was voiced that SNA would like better communication from TPD, especially before the event. What SNA would like is:

- 1) To know when to expect TPD.
- 2) To have a contact name and number for each of the three groups involved ... Dispatch, Traffic Control, and Bike Patrol.
- 3) To meet with and submit to the head of each of the three groups a brief summary of the issues we would like enforced, including home vendor and roaming vendor ordinances, vehicle and passenger safety laws, parking in Emergency Access Lanes, and noise/public disturbance ordinances.

Feedback from residents:

- There was an outside vendor on Doris, but even though one resident called and one talked to police, they were not sure if police actually dealt with that person.
- This block in particular has the most lights this year out of the whole area. I did not see any PD presence with traffic assistance.
- I don't think the PD or city do enough to enforce vending rules or assisting in traffic. I have never seen a police officer direct traffic on this side or enforce outside vendors. I've seen officers near the PCH entrance and that's it.
- I thought police presence was also great. Always try to give a shout out to the boys in blue on the bikes.
- We were quite shocked by all the children hanging out of car windows and sitting on the roof of cars as their parents drove through the area. My question to both the association and City Council is where was the biking police presence from years past. This presence was missed and I feel people took liberty to be disrespectful, reckless and rude.

We did enjoy the minimal foot traffic but was shocked by what we saw and heard. A few times we were mocked or yelled at by people hanging out their windows. One women even attacked us verbally just because we looked in her direction while she hung out the car window - we were speechless.

These people are visitors to our home. They should treat our streets and the people on them with respect. To be witness to a dangerous situation (kids hanging out of cars and on the roofs) and verbal assaults just isn't fair. It is unfortunate that I even have to write an email such as this but I truly feel if we continue to hold this event this behavior needs to be stopped.

- I live on Macafee, I have lived here for four years and grew up in the South Bay with a dear friend living at the top of Reese. I chose to live outside of "Sleepy Hallow" in hopes of not being effected by the holiday lights. This was the first year I had challenges getting in and out.
Out of the four years I have lived here - this was the first year I didn't see 1 police officer on bike patrol - which I found odd due to how often we walked the area. We walked at all different times and days. Usually I would see bike patrol on the weekends this year we saw none.
I am surprised to hear the police did have a presence. Why would they allow people to drive with kids on the roof of their cars or hanging out the windows. We saw a girl that couldn't have been more than five hanging out the window (sitting on the door frame) with no one holding onto her. Another child about the same age was on the roof of a SUV - the SUV did not have a sunroof and no one was holding onto even her leg. These events were not singular but the norm.

- I appreciate the efforts made by TPD and realize that their main aim is to keep residents safe. They are, of course, guided by the directions from the City which the SNA is trying to guide in a good direction for all. I get the impression that TPD are keen to help us, within the bounds of their resources and budget.

TOPIC: Website

Intro by Mike Short:

The SNA is preparing a website dedicated to the holiday lights. The information presented on the City website is appreciated but having our own website could allow us to inform visitors in a more unofficial way.

Such a website could carry maps to help visitors find less congested routes through the area. Another use could be to inform residents of the requirements for 'Cottage Vending', information already carried by the City but perhaps not seen by some residents.

It seems that most websites and social media referencing the lights give the address as PCH and Robert Rd. Some visitors probably put that in their GPS. Our website could give a more suitable coordinate, say Linda and Reese, which might result in visitors approaching from more diverse directions. We could try to encourage those websites and social media to link to our website instead of giving their own coordinates.

Attachment B

Sleepy Hollow 2020 Overtime Cost = \$63,774.32 (787.8 Hours)

Date/Time Started	Date/Time Ended	Over time Hours Worked	Overtime Rate	Overtime Total	Explanation
12/2/2020 16:00	12/2/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Holiday Bike Deployment.
12/4/2020 16:00	12/4/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol.
12/8/2020 16:00	12/8/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol.
12/9/2020 16:00	12/9/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol.
12/15/2020 16:00	12/15/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hallow Bike Patrol.
12/16/2020 16:00	12/16/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol.
12/17/2020 16:00	12/17/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol.
12/18/2020 16:00	12/18/2020 22:00	6	\$ 97.28	\$ 583.68	Sleepy Hollow Bike Patrol / Assisted
12/20/2020 10:00	12/20/2020 22:00	3	\$ 97.28	\$ 291.84	DAFC Holiday Bike Patrol Deployment 1000-1900 / Sleepy Hollow Bike
12/13/2020 16:00	12/13/2020 22:30	6.5	\$ 77.18	\$ 501.67	Worked bike patrol in the Sleepy Hollow
12/6/2020 17:00	12/6/2020 22:30	5.5	\$ 70.15	\$ 385.83	Sleepy Hollow OT.
12/16/2020 16:00	12/16/2020 22:00	6	\$ 83.87	\$ 503.22	Christmas light bicycle deployment.
12/13/2020 12:00	12/13/2020 22:30	6	\$ 77.18	\$ 463.08	Mall OT and sleepy hallow - changed
12/20/2020 17:00	12/20/2020 22:00	5	\$ 77.18	\$ 385.90	Sleepy Hallow bike detail
12/4/2020 17:00	12/4/2020 22:30	5.5	\$ 89.13	\$ 490.22	CHRISTMAS LIGHTS - sleepy hollow
12/11/2020 17:00	12/11/2020 23:00	6	\$ 89.13	\$ 534.78	Sleepy Hollow Traffic Control
12/16/2020 16:30	12/16/2020 22:30	6	\$ 89.13	\$ 534.78	CHRISTMAS LIGHTS TRAFFIC CONTROL -
12/17/2020 16:30	12/17/2020 22:30	6	\$ 89.13	\$ 534.78	christmas Lights Traffic Control - sleepy
12/13/2020 16:00	12/13/2020 22:30	6.5	\$ 87.38	\$ 567.97	Sleepy Hallow Bike Detail 9B5
12/20/2020 16:00	12/20/2020 22:00	6	\$ 87.38	\$ 524.28	Sleepy Hallow Bike Patrol
12/3/2020 17:00	12/3/2020 22:00	5	\$ 77.18	\$ 385.90	Sleepy Hollow Bike Detail
12/4/2020 16:00	12/4/2020 22:00	6	\$ 77.18	\$ 463.08	Bike Detail Sleepy Hollow
12/6/2020 19:30	12/6/2020 22:00	2.5	\$ 77.18	\$ 192.95	Bike Detail Sleepy Hollow B1 hold over
12/7/2020 17:00	12/7/2020 22:00	5	\$ 77.18	\$ 385.90	Sleepy Hollow Bike Detail
12/4/2020 17:00	12/4/2020 22:30	5.5	\$ 56.88	\$ 312.84	Sleepy Hollow Detail
12/16/2020 16:30	12/16/2020 22:30	6	\$ 56.88	\$ 341.28	Sleepy Hollow Detail
12/18/2020 16:30	12/18/2020 23:00	6.5	\$ 56.88	\$ 369.72	Sleepy Hollow Detail
12/21/2020 16:30	12/21/2020 23:00	6.5	\$ 56.88	\$ 369.72	Sleepy Hollow
12/22/2020 16:30	12/22/2020 23:00	6.5	\$ 56.88	\$ 369.72	Sleepy Hollow
12/11/2020 16:00	12/11/2020 22:00	6	\$ 70.15	\$ 420.90	Sleepy Hollow Bike detail
12/12/2020 16:00	12/12/2020 22:00	6	\$ 70.15	\$ 420.90	Sleepy Hollow bike detail.
12/13/2020 16:00	12/13/2020 22:00	6	\$ 70.15	\$ 420.90	Sleepy Hollow bike detail.
12/18/2020 16:00	12/18/2020 23:00	6	\$ 70.15	\$ 420.90	Sleepy Hollow bike detail and 14W patrol coverage for COVID exposure. Changed
12/1/2020 16:00	12/1/2020 21:15	5.3	\$ 88.24	\$ 467.67	Sleepy Hollow Bike Patrol
12/7/2020 16:00	12/7/2020 21:30	5.5	\$ 88.24	\$ 485.32	Sleepy Hallow Bike Patrol
12/1/2020 17:30	12/1/2020 21:30	4	\$ 85.08	\$ 340.32	Sleepy Hollow Bike Patrol.
12/2/2020 17:00	12/2/2020 22:00	5	\$ 85.08	\$ 425.40	Sleepy Hollow Bike Patrol.
12/3/2020 16:00	12/3/2020 22:00	6	\$ 85.08	\$ 510.48	Sleepy Hollow Bike Patrol.
12/8/2020 17:00	12/8/2020 22:00	5	\$ 85.08	\$ 425.40	CHRISTMAS LIGHTS BIKE PATROL. Sleepy
12/9/2020 16:00	12/9/2020 22:00	6	\$ 85.08	\$ 510.48	SLEEPY HOLLOW BIKE PATROL.
12/10/2020 17:30	12/10/2020 22:00	4.5	\$ 85.08	\$ 382.86	Sleepy Hollow Bike patrol

Sleepy Hollow 2020 Overtime Cost = \$63,774.32 (787.8 Hours)

Date/Time Started	Date/Time Ended	Over time Hours Worked	Overtime Rate	Overtime Total	Explanation
12/15/2020 17:00	12/15/2020 22:00	5	\$ 85.08	\$ 425.40	Sleepy Hollow bike patrol.
12/16/2020 16:00	12/16/2020 22:00	6	\$ 85.08	\$ 510.48	Sleepy Hollow Bike Patrol.
12/20/2020 16:30	12/20/2020 23:30	7	\$ 89.13	\$ 623.91	10% Motor Premium Worked Sleepy
12/26/2020 16:30	12/26/2020 23:00	6.5	\$ 89.13	\$ 579.35	Worked Traffic Enforcement at Sleepy
12/15/2020 16:30	12/15/2020 22:30	6	\$ 42.87	\$ 257.22	SLEEPY HOLLOW TRAFFIC CONTROL
12/20/2020 16:30	12/20/2020 23:30	7	\$ 42.87	\$ 300.09	SLEEPY HOLLOW LIGHTS - TRAFFIC
12/26/2020 16:30	12/26/2020 23:00	6.5	\$ 42.87	\$ 278.66	SLEEPY HOLLOW
12/27/2020 16:30	12/27/2020 22:30	6	\$ 42.87	\$ 257.22	SLEEPY HOLLOW
12/13/2020 16:30	12/13/2020 23:00	6.5	\$ 64.23	\$ 417.50	Sleepy Hollow traffic control
12/21/2020 16:00	12/21/2020 22:00	6	\$ 82.58	\$ 495.48	BIKE PATROL - SLEEPY HOLLOW
12/22/2020 16:00	12/22/2020 22:00	6	\$ 82.58	\$ 495.48	BIKE PATROL - SLEEPY HOLLOW
12/1/2020 16:00	12/1/2020 21:30	5.5	\$ 73.66	\$ 405.13	Sleepy Hollow Christmas Bike
12/2/2020 16:00	12/2/2020 22:00	6	\$ 73.66	\$ 441.96	Sleepy Hollow Bike Deployment as 9B3
12/6/2020 16:00	12/6/2020 22:00	6	\$ 73.66	\$ 441.96	Sleepy Hollow Bike Deployment as 9B3
12/8/2020 16:00	12/8/2020 22:00	6	\$ 73.66	\$ 441.96	Sleepy Hollow on Tuesday 08DEC20 as
12/17/2020 18:30	12/17/2020 22:00	3.5	\$ 73.66	\$ 257.81	Bike Deployment at Sleepy Hollow after
12/18/2020 16:00	12/18/2020 22:00	6	\$ 73.66	\$ 441.96	Sleepy Hollow Bike Deployment on Friday
12/4/2020 15:30	12/4/2020 17:30	2	\$ 114.42	\$ 228.84	Field and Office coverage. Late follow up
12/14/2020 16:30	12/14/2020 22:30	6	\$ 114.42	\$ 686.52	Traffic Control for Sleepy Hollow
12/18/2020 15:30	12/18/2020 21:30	6	\$ 114.42	\$ 686.52	Cover field / office , responded to possible fatal Tc at 5206 Kona with
12/21/2020 16:30	12/21/2020 23:00	6.5	\$ 114.42	\$ 743.73	Sleepy Hollow Traffic Control
12/27/2020 16:30	12/27/2020 22:30	6	\$ 114.42	\$ 686.52	Sleepy Hollow Traffic Control
12/9/2020 16:00	12/9/2020 22:00	6	\$ 64.23	\$ 385.38	Sleepy Hollow Christmas Lights
12/14/2020 16:00	12/14/2020 22:00	6	\$ 64.23	\$ 385.38	Sleepy hallow bike detail.
12/16/2020 16:00	12/16/2020 22:00	6	\$ 64.23	\$ 385.38	Sleepy hallow bike detail.
12/23/2020 16:00	12/23/2020 22:00	6	\$ 64.23	\$ 385.38	Bike detail at sleepy hallow.
12/3/2020 16:00	12/3/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy Hollow bike deployment
12/10/2020 16:00	12/10/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy hollow bike patrol
12/14/2020 16:00	12/14/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy Hollow bike deployment.
12/21/2020 16:00	12/21/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy Hollow bike patrol.
12/22/2020 16:00	12/22/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy Hollow bike patrol.
12/23/2020 16:00	12/23/2020 22:00	6	\$ 88.24	\$ 529.44	Sleepy Hollow bike patrol.
12/4/2020 16:00	12/4/2020 22:00	6	\$ 93.53	\$ 561.18	Worked 6hrs OT for bike team in Sleepy
12/11/2020 16:00	12/11/2020 22:00	6	\$ 93.53	\$ 561.18	Worked Sleepy Hallow on bike patrol as hours. Worked overtime at DAFC as 9X3 and into
12/12/2020 10:00	12/12/2020 22:00	6	\$ 93.53	\$ 561.18	Bike Team Sleepy Hallow Deployment assigned as
12/17/2020 16:00	12/17/2020 22:00	6	\$ 93.53	\$ 561.18	Worked sleepy hallow deployment
12/18/2020 16:00	12/18/2020 22:00	6	\$ 93.53	\$ 561.18	Worked sleepy hallow deployment as
12/1/2020 16:00	12/1/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/3/2020 16:00	12/3/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/4/2020 16:00	12/4/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/7/2020 16:00	12/7/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT

Sleepy Hollow 2020 Overtime Cost = \$63,774.32 (787.8 Hours)

Date/Time Started	Date/Time Ended	Over time Hours Worked	Overtime Rate	Overtime Total	Explanation
12/8/2020 16:00	12/8/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/10/2020 16:00	12/10/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/11/2020 16:00	12/11/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/14/2020 16:00	12/14/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/15/2020 16:00	12/15/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/17/2020 16:00	12/17/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/18/2020 16:00	12/18/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/21/2020 16:00	12/21/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/23/2020 16:00	12/23/2020 22:00	6	\$ 72.61	\$ 435.66	Sleepy Hallow Bike Patrol OT
12/5/2020 17:00	12/5/2020 23:00	6	\$ 93.18	\$ 559.08	Sleepy Hollow Xmas light deployment
12/17/2020 16:30	12/17/2020 22:30	6	\$ 93.18	\$ 559.08	Motor coverage for Sleepy Hollow
12/19/2020 16:30	12/19/2020 23:30	7	\$ 93.18	\$ 652.26	Sleepy Hollow Traffic Control
12/21/2020 16:30	12/21/2020 23:00	6.5	\$ 93.18	\$ 605.67	Sleepy Hollow Motor Deployment
12/23/2020 16:30	12/23/2020 23:00	6.5	\$ 93.18	\$ 605.67	Sleepy Hollow Motor deployment
12/26/2020 16:30	12/26/2020 23:00	6.5	\$ 93.18	\$ 605.67	Sleepy Hollow Motor deployment
12/14/2020 17:00	12/14/2020 22:30	5.5	\$ 44.91	\$ 247.01	Sleepy Hollow Traffic Control
12/17/2020 16:30	12/17/2020 22:30	6	\$ 44.91	\$ 269.46	Traffic Control Sleepy Hollow
12/19/2020 16:30	12/19/2020 23:30	7	\$ 44.91	\$ 314.37	Sleepy Hollow Traffic Control
12/23/2020 16:00	12/23/2020 23:00	7	\$ 44.91	\$ 314.37	Traffic Control for Sleepy Hollow (Trailer
12/8/2020 16:00	12/8/2020 22:00	6	\$ 77.18	\$ 463.08	Sleepy Hollow Bike Deployment
12/6/2020 17:00	12/6/2020 22:30	5.5	\$ 84.90	\$ 466.95	Sleepy Hollow Sunday 12/6
12/12/2020 17:00	12/12/2020 23:30	6.5	\$ 84.90	\$ 551.85	Sleepy Hollow traffic control,
12/13/2020 16:30	12/13/2020 23:00	6.5	\$ 84.90	\$ 551.85	SLEEPY HOLLOW Traffic Control - M1
12/15/2020 16:30	12/15/2020 22:30	6	\$ 84.90	\$ 509.40	Sleepy Hollow
12/16/2020 16:30	12/16/2020 22:30	6	\$ 84.90	\$ 509.40	Sleepy Hollow
12/18/2020 16:30	12/18/2020 23:00	6.5	\$ 84.90	\$ 551.85	Sleepy Hollow
12/11/2020 17:00	12/11/2020 23:00	6	\$ 85.08	\$ 510.48	Sleepy Hollow - Traffic Control (9T27)
12/12/2020 17:00	12/12/2020 23:30	6.5	\$ 85.08	\$ 553.02	Sleepy Hollow - Traffic Control (9T27)
12/4/2020 17:00	12/4/2020 22:30	5.5	\$ 89.13	\$ 490.22	Sleepy Hollow Deployment.
12/6/2020 17:00	12/6/2020 22:30	5.5	\$ 89.13	\$ 490.22	Sleepy Hollow Deployment.
12/11/2020 17:00	12/11/2020 23:00	6	\$ 89.13	\$ 534.78	Sleepy Hollow Deployment.
12/12/2020 7:30	12/12/2020 23:30	6	\$ 89.13	\$ 534.78	9Watch Motors into Sleepy Hollow Deployment. - used only 6 hours for
12/22/2020 16:30	12/22/2020 23:00	6.5	\$ 89.13	\$ 579.35	Sleepy Hollow Deployment.
12/27/2020 16:30	12/27/2020 22:30	6	\$ 89.13	\$ 534.78	Sleepy Hollow Deployment.
12/5/2020 17:00	12/5/2020 23:00	6	\$ 89.13	\$ 534.78	Sleepy Hollow xmas light deployment
12/13/2020 16:30	12/13/2020 23:00	6.5	\$ 89.13	\$ 579.35	SLEEPY HOLLOW Traffic Control- M10
12/14/2020 16:30	12/14/2020 22:30	6	\$ 89.13	\$ 534.78	SLEEP HOLLOW TRAFFIC CONTROL - M10
12/15/2020 16:30	12/15/2020 22:30	6	\$ 89.13	\$ 534.78	SLEEPY HOLLOW - M10
12/18/2020 16:30	12/18/2020 23:00	6.5	\$ 89.13	\$ 579.35	SLEEPY HOLLOW - M10
12/19/2020 16:30	12/19/2020 23:30	7	\$ 89.13	\$ 623.91	Traffic Control for Sleepy Hollow
12/20/2020 16:30	12/20/2020 23:30	7	\$ 89.13	\$ 623.91	SLEEPY HOLLOW - M10
12/22/2020 16:30	12/22/2020 23:00	6.5	\$ 89.13	\$ 579.35	SLEEPY HOLLOW - M10

Sleepy Hollow 2020 Overtime Cost = \$63,774.32 (787.8 Hours)

Date/Time Started	Date/Time Ended	Over time Hours Worked	Overtime Rate	Overtime Total	Explanation
12/23/2020 16:30	12/23/2020 23:00	6.5	\$ 89.13	\$ 579.35	Sleepy Hollow Motor deployment
12/2/2020 16:00	12/2/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow governance.
12/7/2020 16:00	12/7/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow governance.
12/9/2020 16:00	12/9/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow Governance
12/10/2020 16:00	12/10/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow Governance.
12/21/2020 16:00	12/21/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow Governance.
12/23/2020 16:00	12/23/2020 22:00	6	\$ 81.04	\$ 486.24	Sleepy Hallow Governance.
12/6/2020 10:00	12/6/2020 22:00	6	\$ 85.08	\$ 510.48	Worked bikes at DAFC and sleepy hollow. Used 6 hours for sleepy hollow (ot slip
12/20/2020 10:00	12/20/2020 22:00	6	\$ 85.08	\$ 510.48	DAFC and sleepy hollow bikes - - Used 6
TOTAL HOURS & COST		787.8		\$ 63,774.32	

Compilation of SNA-HLC Reports 2020

REPORT ON VENDING 2020

by Jimmy Casale

We noticed much less foot traffic throughout the month but a very steady flow of car traffic. I'd love to see the stats from the City of Torrance to see how different the car numbers really were. I think people longed for a bit of normalcy and tradition so driving through the neighborhood may have provided that. Some houses remained dark but that was a personal decision for some and we respect that fully. We did see sporadic street vending but nothing like we have seen in the last two previous seasons.

.... My daughters were all busy with college finals and didn't decide to participate in vending until they were all finished with their exams. On December 17th we paid for another vending permit and went about preparing to do it safely. We used the LA County guidelines and put up a plastic barrier around the stand, wore face masks, gloves, provided a sanitizing station and a food pickup table. The kids were disappointed with the turnout and after a handful of nights decided to pack it in. My wife and I are happy to report that none of us came down with Covid. We felt it important to follow the SNA/ City of Torrance guidelines and got fully permitted again. We approached vending in this manner but some of our neighbors did not. I can't stress enough how important it is to get a vending license and a food handling permit. The city cannot selectively enforce vending rules on street vendors but not on residents. This puts the city in jeopardy. The SNA worked very hard in preserving this unique celebration of ours but if we don't abide by these regulations I can see this devolving into a complete mess with the eventual cessation of the Christmas lights celebration. My family has been here for 15 years and we want to preserve this special place.

REPORT ON EMERGENCY ACCESS LANES 2020

by Tricia Blanco

For the second year in a row, the Emergency Access Lanes proved to be a helpful and simple way of keeping a lane open for emergency vehicles in the Sleepy Hollow area during the Holiday Lights displays period. SNA received many comments approving the lane than comments of disapproval. We suggest that the ELAs go up on December 15th and go away on the 31st of December, if possible.

One 'tweak' remains for this project. Many neighbors asked that the EALs be alternated every year, so that they can count on having parking in front of their own houses every two years.

The one area that would not need to be switched is the portion on Robert Road at Doris Way where there are no houses on the opposite side of the street. The neighbors there are pleased to maintain parking on their side of Robert Road, and there is no reason to change that.

REQUEST FOR CREATION OF PARKING PERMITS PROGRAM FOR 2021

by Mario Obejas with partner Ann Cooper

We'd like to explore **implementing seasonal parking permits** for the same streets and same duration as the Emergency Access Lane (EAL) implementation in the Seaside area. The possibility of permit parking was mentioned in 2019 by Katie Wand, noting that there are already 4 or 5 other areas in Torrance where permit parking is implemented. **We wish to leverage the existing processes that govern such areas** (e.g. eligibility, permit distribution, etc). There is no need to reinvent any processes.

1. Rationale:

The EAL eliminates 50% of the available parking where it is implemented - similar to a street sweeping day. The goal of the seasonal parking permit is to allow residents of the affected area to have exclusive access to that reduced parking, so that tourists do not park in that area and further reduce the limited supply of street parking.

2. Implementation:

A public works crew will already be assigned to install and remove seasonal EAL signage on one side of the street during the EAL period. We request that they be given an additional task of laying similarly seasonal parking permit signage on the non-EAL side of the affected streets. The EAL implementation and parking permit implementation should be coupled.

3. Permit access

Public Works will have a list of streets where the EAL will be implemented. A requestor for a permit should meet whatever eligibility is reasonable and customary (for example, living on either side of the affected street), and acquire the permits via the same distribution methods (e.g., snailmail, pickup at Permit Center) Torrance already uses for parking permit distribution.

4. Guest permits

As with resident permits, guest permits should be available and allocated by the same means the City uses for other permit areas (we assume they are initially requested and acquired by an eligible resident - please confirm this assumption).

5. Zero Cost

Misinformation that a resident would have to pay for the permits derailed the first parking permit discussion. It should be abundantly clear that permits are zero cost to eligible residents & their guests. For the December 2021 event, we currently assume the EAL will be implemented for ~16 days, December 15-31. Please adjust the permit component to whatever the final dates are for the EAL implementation.

SUGGESTIONS RE. TPD PRESENCE 2020

by John Blanco

As the Lights Display has been verified by City traffic counts and police calls to be a yearly, unorganized occurrence that involves thousands of people, SNA suggests that TPD include Traffic Officers' and Patrol Officers' services during the Displays as a line item in their Budget. This would eliminate overtime pay during the Lights Displays.

SNA suggests TPD traffic control officers and patrols appear only from the 15th to the 31st of December, and from 6pm to 10 pm. Also, we noted in 2020 that the bike officers rode together as a group of 4. We suggest that a smaller number of bike patrol officers could suffice.

SNA also requests that TPD officers and dispatchers working during the Lights Display be briefed and reminded beforehand of the Roaming Vendors Ordinance, the Cottage Industry Ordinance, and typical vehicle safety issues that occur, such as non use of seatbelts in truck beds, and hanging out of sunroofs.

SNA requests a meeting with the Chief of Police in the fall, to clarify the Lights Display policing policy. We also would like to have the contact names and phone numbers of officers in charge of the traffic and bicycle patrols.

REPORT ON TRASH ISSUES 2020

by Tricia Blanco

Many residents noted that the trash problem was much smaller this year than in previous years. Residents attributed the improvement to much less selling by roaming and cottage industry sellers. Because so many neighbors commented on the improvement, committee members agreed on two strategies for the following years:

1. Use a new neighborhood website created by a Committee member to direct visitors and vendors to make trash pickup and disposal a part of their time enjoying the flights.
2. Directly speak with resident sellers to remind them of their responsibility to clean up.

REPORT ON SIGNAGE by Mike Short

On the topic of traffic during the Seaside Rancho holiday lights period, the Seaside Neighborhood Association has obtained resident feedback on what was good or bad about traffic during the 2019 and 2020 seasons.

Clearly there is a huge amount of traffic each year making life unpleasant for residents and a pain for visitors.

The map of signage used by the city in 2019 was obtained from Public Works and marked up with suggested changes that would make the lights period easier for both residents and visitors.

The first request is to remove any signs outside the area directing traffic into the area, these are considered advertising that will increase the number of visitors.

Two more measures aimed at keeping traffic flowing better inside the area are suggested. The first is to place direction signs with multiple headed arrows at key points with the intention of encouraging traffic to "fan out" onto multiple routes through the lights rather than following each other in one long line. The second is to add more exit signs in addition to those used in 2019 with the intention of helping traffic to vacate the area.

The neighborhood is very appreciative of the TPD traffic patrol's regulation of traffic coming in via Robert Road at Pacific Coast Highway. We prefer visitors use the major arteries such as Palos Verdes Blvd., PCH and Calle Mayor to enter the area. Those arteries being multi-lane can handle stationary traffic better than residential streets and without inhibiting access by emergency vehicles.

The marked up Public Works map below indicates, in our view, where such signage could be placed.

Google Drive https://drive.google.com/file/d/1X99CjPrRtqrLPBIDr-mZ2k7P4p0C_vXI/view?usp=sharing