

**MINUTES OF A REGULAR MEETING
OF THE CITY COUNCIL OF THE CITY OF
PALOS VERDES ESTATES, CALIFORNIA**

March 24, 2009

A regular meeting of the City Council of the City of Palos Verdes Estates was called to order this day at 6:30 p.m. in the City Council Chambers of City Hall by Mayor Ellen Perkins.

ROLL CALL: Councilmembers Rea, Goodhart, Bird, Mayor Pro Tem Humphrey, Mayor Perkins

ABSENT: None

ALSO PRESENT: City Manager Hoefgen, Assistant City Manager Smith, Attorney Tiedemann

**CLOSED SESSION: Council adjourned to Closed Session at 6:35 p.m.
Conference with Labor Negotiators
Pursuant to Government Code Section 54957.6
Agency Negotiators: Joe Hoefgen, Judy Smith, Scott Tiedemann
Employee Organizations: Public Service Employees and Palos Verdes
Police Officers' Association**

RECONVENE: 7:30 p.m.

ALSO PRESENT: City Attorney Pannone, Public Works Director Rigg, Police Chief Dreiling, Treasurer Sherwood, Minutes Secretary Monson

PLEDGE OF ALLEGIANCE

MAYOR'S REPORT – Matters of Community Interest

Mayor Perkins recommended an interim appointment of Dale Hoffman to the Planning Commission until June 2009 due to the election of George Bird to the City Council. Council approved.

Mayor Perkins announced that PVE resident and friend to the City, Ed Mennis, had passed away. Dr. Mennis lived in PVE from 1972 to 2007. She said he had been a noted economist, investment manager, and prolific author writing over 60 books. Dr. Mennis provided countless hours to the City of PVE serving on the City's Financial Advisory Committees from 1981 through 2007. He helped to guide the City through the effects of Proposition 13, the Bluff Cove litigation, and the subsequent finance mechanisms used by the City to ensure a continued source for capital improvements and fire and paramedic services.

CONSENT AGENDA

It was moved by Mayor Pro Tem Humphrey, seconded by Councilmember Rea, and unanimously approved that the following Consent Agenda items be approved:

CITY COUNCIL 3-24-09

- MINUTES OF CITY COUNCIL MEETING OF MARCH 10, 2009
- MINUTES OF CITY COUNCIL MEETING OF MARCH 18, 2009
- CITY TREASURER'S REPORT – FEBRUARY 2009
- MONTHLY FINANCIAL REPORT – FEBRUARY 2009
- APPROVAL OF LICENSE AGREEMENT WITH PALOS VERDES YOUTH FOOTBALL AND CHEER FOR USE OF GEORGE ALLEN FIELD
- TRAFFIC SAFETY COMMITTEE ITEMS OF MARCH 11, 2009

6-Month Review of Restricted Parking Signage and Edgeline Striping on the South Side of Cloyden Road from Palos Verdes Drive West to Dalton Road

Action: Recommended that staff revise the signage to be in effect only when school is in session.

Proposed Edgeline Striping Alternatives for Via Anacapa between Paseo Lunado and Via Sola

Action: Recommended that staff install Alternative A edgeline striping on Via Anacapa between Paseo Lunado and Via Sola. The striping will be located 12' from the curb face on the west (school) side and 6' from the curb face on the east side of the street.

Request for Changes in Parking Restrictions on the 2200 block of Via Anacapa

Action: Denied

Request for No Parking Zone on Palos Verdes Drive North, South Barrel, in front of 3432 Palos Verdes Drive North and 301 Via Navajo

Action: Denied

- PLANNING COMMISSION ACTIONS OF MARCH 17, 2009

NC-1168R-09; Consideration of a revised Neighborhood Compatibility Application for additions to the single family residence located at 2737 Via Oleadas. Lot 3, Tract 23201.

Owner: Brian & Helen Tang

Action: Approved

WT-110-08; Consideration of a Wireless Telecommunication Facilities Application for structures within the right-of-way adjacent to 3301 Via Campesina. Lot A, Tract 9822.

Applicant: MMI Titan

Nonantum Development Group, Inc.

Action: Denied

CDP-72-09; Consideration of a Coastal Development Permit Application for a new soldier pile wall to support the westerly edge of Palos Verdes Drive West located near the 800 and 900 blocks. Lots A & F of the Open Space Zone.

Applicant: City of Palos Verdes Estates
Action: Approved

NC-1335/GA-1440/M-681-08; Consideration of Neighborhood Compatibility, Grading and Miscellaneous Applications for a new single family residence located at 980 Via Rincon. Lot 8, Block 1731, Tract 7142.

Owner: David De Langis
Action: Approved

NC-1348/GA-1447/M-701-08; Consideration of Neighborhood Compatibility, Grading and Miscellaneous Applications for a new single family residence located at 2832 Paseo Del Mar. Lot 9, Block 2235, Tract 7144.

Owner: Mark & Anne Severns
Action: Approved

NC-1349/GA-1448/SC-128/M-706-09; Consideration of Neighborhood Compatibility, Grading, Sports Court and Miscellaneous Applications for a new single family residence located at 1804 Via Coronel. Lot 2, Block 4, Tract 8043

Owner: Jeffrey Lin
Action: Approved

NC-1340R-09; Consideration of a revised Neighborhood Compatibility Application for revisions to the new single family residence located at 857 Via Somonte. Lot 11, Block 1536, Tract 6884.

Owner: Brad & Denise Farnsworth
Action: Approved

M-702-09; Consideration of a Miscellaneous Application for structures exceeding the maximum allowable height within the setback adjacent to the street located at 576 Via Del Monte. Lot 20, Block 1619, Tract 6885.

Owner: Nelu Ardeljan
Action: Approved

COMMUNICATIONS FROM THE PUBLIC –

Resident Ann Valdes, [PVE resident], said a petition from residents of 2400 block of Via Anita was presented to the Parklands Committee in July of 2008 asking for the northeast corner of the PV Boulevard entrance to be included in the beautification project. She now understands that the money had already been allocated at that time. She said this heavily travelled corner is an eyesore and, now that the trees have been removed, has also lost its charm. She asked the Council to landscape this corner with trees and restore the beauty and privacy of the neighborhood.

Councilmember Goodhart asked if this could be discussed at the upcoming budget session. City Manager Hoefgen said staff can review the original petition and look at the City's Tree Bank for availability of trees to plant. He said the maturity level of these trees may be an issue as Ms. Valdes' property sits up high and the trees are young trees.

Mayor Perkins said the residents should go through the Parklands Committee as part of the process. Director Rigg said Ms. Valdes had been asked to come back to the City after the original project was complete to assess the need for additions to the area and he will proceed as Council wishes.

Mayor Perkins said the time is right for the City to review. Director Rigg said to develop a project would take some time and could not be properly prepared for next Monday's Budget Session. Councilmember Goodhart said it could at least be discussed at the Budget Session. Mayor Pro Tem Humphrey does not wish staff to rush through it without the Parklands Committee reviewing.

NEW BUSINESS

PRELIMINARY DESIGN REPORT FOR THE PASEO DEL MAR SEWAGE PUMP STATION

Public Works Director Rigg introduced the engineers from AKM, Zeki Kayiran and John Loague. Director Rigg said the City's sewer system is comprised of a network of local sewer pipes, trunk sewer pipes, and sewage pump stations. The City owns the local sewer pipes and two pump stations. The pump stations and the local pipes are maintained by the Los Angeles County Department of Public Works (LACDPW). Most of the system was installed 40 to 50 years ago and are aging and needing replacement. In June of 2002, the Council approved the Sewer Master Plan for all of the City owned sewers and pump stations. Within the plan was a ten year program for the rehabilitation of the sewers and the two pump stations. The Council implemented a Sewer User Fee to pay for the \$15 million program. To date the City has completed all the sewer lining portions of the program. There has now been a dramatic reduction in the amount of sewer overflows. In January 2008 Requests for Proposal were sent to six reputable firms and three proposals were received. The City selected AKM Consulting Engineers and approved the contract in the amount of \$599,060. The contract stipulates that AKM is required to undertake four tasks for each pump station. The first task is the preliminary design report to evaluate the existing stations and determine what needs be done. AKM created six alternatives within their report. AKM, the County, and the City believe the wet well system is the best option. The critical item is the above ground structure.

Zeki Kayiran presented PowerPoint slides showing the Paseo del Mar pump station located at Paseo del Mar and Via Barri. The average flow that is generated by the area is 25 gpm (gallons per minute) with peak flow at 125 gpm. The pump station was constructed in 1962 as a wet-well/dry-well system. The dry well is 33' deep and the wet well is 4' in diameter and 25' deep. The electronic equipment and controls are above ground. It is difficult to get into the pump to perform any sort of maintenance due to the depth. There are no means to connect to emergency power in the case of a power outage which may cause a sewer spill and goes against the State's discharge requirements. There is no emergency storage in the system either. Six alternatives were developed and evaluated in detail and are contained in the preliminary design report. AKM recommends the new submersible pump station where the pumps are contained inside the wet well. The proposed pump station has an 8' diameter wet well containing the pumps and is buried 2' deep. The two pumps will each be capable of pumping 270 gpm which is needed to generate self-cleansing velocity in the discharge pipe. An 8' x 14' valve vault will contain the various valves, which can isolate the pumps one at a time, and also the flow meter. There will be a connection for a portable generator for power outages. They will convert the existing dry well into an

emergency 3-hour flow storage area. The pump station's electrical cabinet is important due the visual impact. The existing cabinet is above ground. The new cabinet will be approximately 5 feet tall. When lined up side-by-side the structure will be 5' x 13' x 1.5' or if put back to back the length would be 6.5'. Either way the electrical meter must be above ground per Southern California Edison. If above grade the electrical cabinet would be easier and safer to maintain, it would not be subject to flooding, and is less costly. The below grade cost will be approximately \$200,000 additional.

Director Rigg showed a PowerPoint mock up of what the above ground structure would look like.

Mr. Kayiran estimated that the total cost of the total facility at \$1.5 million including mobilization and demobilization. AKM is ready to go ahead with the project. They can complete the design by the end of May, with bidding complete by August, mobilization would take two months, construction of the new pump station complete by February, conversion of the dry well to a storage facility by March, and testing and completion by April 2010.

Mayor Perkins wanted clarification of what would be above ground – the electronic panel could be placed underground in a vault, but the electronic meter must stay above ground. Director Rigg confirmed.

Councilmember Rea asked if the contingency listed is a different cost than the cost of undergrounding the control panel. John Loague clarified that the \$1.5 million is for above grade and an additional \$200,000 would be required to underground.

Councilmember Rea wondered how storm water gets into the sewer system. Director Rigg said a peak wet weather flow is what engineers typically look at and is usually ground water infiltration. He expects that what PVE has is a variety of backyard storm drains that are illegally tied into the sewer system.

Mayor Pro Tem Humphrey said the City has been looking at this project for 20 years. She would like to have the project underground and as small as possible.

Councilmember Goodhart asked AKM to explain why all the criteria were equally weighted – he wondered if the recommendations would be different with a weighted analysis. Mr. Kayiran said it would not.

Councilmember Goodhart asked AKM to comment on possible use of micro-electronics. Mr. Kayiran said SCE has safety requirements that must be met and they are unable to change these requirements. Mayor Perkins asked Scott Gobble of SCE to answer this question. Mr. Gobble said the standard requirements for electric meters are they can be no lower than 48" and no higher than 6'3" with the meter being 36" high if put on a pedestal – which is what AKM is recommending. For safety reasons, corrosion, moisture, and many factors, SCE requires meters to be above ground. It is true that in the future that will change with the new smart meters, but will not be ready for this project.

Mayor Perkins asked what the possibility of retrofitting the panel in the future would be. Mr. Gobble said that in 5 to 10 years there will be that possibility with changing technology.

Director Rigg asked how close the meter needs to be to the pumps. Mr. Gobble said it can go 100' away, but that would cause a voltage drop and the cost analysis would have to be changed.

Councilman Goodhart asked what has to be in the meter cabinet. Mr. Gobble said it is the main switch gear – the test blocks where the meter can be tested.

Councilmember Rea asked how quiet the equipment would be. Mr. Gobble said the meter doesn't make noise, just the pumps and equipment that is running.

Mr. Gobble said the structure is designed to keep water away from the metal so it is usually built on a 6" concrete pad, then there are pipes that go down taking the SCE wire in, it is connected to the meter and goes through a safety breaker, then it goes out to the pumps which are either above or below ground.

Councilmember Goodhart asked what the absolute minimum design for this equipment is. Mr. Gobble said the AKM recommendation is the absolute minimum – 5' x 2' x 2'.

Mayor Pro Tem Humphrey asked Mr. Gobble if Edison had any below ground meters. He said out of 4.9 million meters there may be about 100 that are still underground – none he knows of in the South Bay.

Sharon Burke, [former PVE resident], said her mother asked her to convey to the City Council her strong desire to have the Lunada Bay pump station underground as promised many years ago by the City Council. The pump station is an eyesore and is embarrassing to have it in the middle of one of the last pieces of open space in the City. She asked the Council to maintain beauty first and convenience (for the utility companies) second.

Susan Burke, [former PVE resident], said undergrounding the pump station would increase property values in the area. When her parents purchased their property on Via Segovia in the 1960's they were assessed for the undergrounding of utilities. Back then the City committed to undergrounding the pump station when the time was right. She said that above ground electronics in metal boxes get a greater variation of heat and moisture than below ground.

Todd Mihm, [PVE resident], commented that the design for the pump station is good engineering, but there are some aesthetic issues with it. He asked if in the Sewer Master Plan the station was designed to have an underground or above ground solution. He would like to see the pump station minimized as much as possible.

Margaret Waite, [PVE resident], thanked the Burke sisters for their eloquent discussion and letter to the neighborhood regarding the pump station. She thanked the Council saying it is obvious that they care about the visual impact to the area as much as the residents do. She asked if the Rocky Point pump station will continue to be underground when it is replaced. She believes that both stations should have the same outcome.

David Waite, [PVE resident], said the pump station is an industrial facility in a residential area and probably has not been compatible from a land use standpoint. It is incumbent upon the Council to minimize the visual and aesthetic impact. The cost of undergrounding at \$200,000 for a facility that

may be in use for 50 years seems like a nominal amount. He asked if there had been any California Environmental Quality Act analyses for the site or if it was categorically exempt and if the area is designated as a flood zone. He supports the upgrades to the facility and the option to underground.

Director Rigg responded to the question asking if in the Sewer Master Plan the station was specified as underground or above ground – he said it was not specified. As far as the Rocky Point Road station, he said that is an independent station but felt that the Lunada Bay station may set a precedent for the Rocky Point station. The Lunada Bay station is categorically exempt from CEQA due to it being a replacement facility. He also said it is not designated as a flood zone.

Mayor Perkins said the staff report talks about what would happen to the equipment in case of flooding. She wondered if this was just from a surge during wet weather that there may be an inability to process. Director Rigg said there is a variety of ways for the water to get in. In Malaga Cove there is constant flooding, explosions, and outages due to the high ground water in those vaults. In Lunada Bay it is more likely to be some kind of a piping issue that would surcharge and pressurize the vault and push sewage into it.

Councilmember Rea asked if the City could obtain flood insurance for the pump station.

Councilmember Goodhart said that the pump station is very ugly and there must be a solution to this. He said if the meter was moved it would be at least 100' away from the pumps. He would like to underground anything that can possibly be placed underground. He would like to see the meter box as compact as possible or moved out of the way.

Councilmember Bird said that while he was on the Planning Commission they were constantly telling the cell companies that the City wants any equipment placed in vaults underground. He is in favor of doing everything possible to get the equipment underground even at the \$200,000 additional cost. He is in favor of moving the meter.

Councilmember Rea said he is glad the City has the opportunity to get rid of the worst eyesore in the City. He is in favor of Alternative #1 recommended by staff. He is in favor of undergrounding everything possible and moving the meter to lessen the visual impact.

Mayor Pro Tem Humphrey said that 20 years ago the Council promised the residents to get rid of the pump station if possible. She agrees - whatever can be placed underground and/or moved to the least obtrusive area, the City should do. She would leave the placement up to staff discretion for view impacts.

Mayor Perkins concurred with her fellow Council members. The City has a commitment to fulfill the promise of the prior Council. She feels it is important not to lose sight of the fact that the City is getting a very necessary upgrade to an important part of the sewer system. She is in favor of moving the above ground meter to somewhere on the bluff where the impacts can be masked. She agreed with Councilmember Bird that the City should be held to the same standards that we ask of other companies that come before the Planning Commission or Council. She asked if the \$200,000 to underground the equipment is available. Director Rigg said the funds are available.

Councilmember Bird asked if it would be possible to design/construct the new pump station allowing for future installation of the meter in the subterranean building when the technology changes. The AKM engineers said that would be possible.

It was moved by Mayor Pro Tem Humphrey, seconded by Councilmember Rea, and unanimously approved to approve Alternative #1 for the upgrade of the Paseo del Mar Sewage Pump Station, and approve the installation of the control panel below ground and direct staff to mitigate the impact as much as possible and place the meter in a location as unobtrusive as possible.

SAFE ROUTES TO SCHOOL APPLICATION FOR LUNADA BAY ELEMENTARY AND MONTEMALAGA ELEMENTARY SCHOOLS

City Manager Hoefgen reported that when staff put the current Work Program together in July it was anticipated that the City would be going through a process for funding Federal and State Safe Routes to School (SRSP) programs. The program is intended for K-12 schools and funds infrastructure type improvements – measures that increase the safety of children walking or biking to school. The application deadline for State funding is April 15th. The City has worked with representatives from both Montemalaga and Lunada Bay Elementary schools to produce the application before the Council. Director Rigg reported that the aim of the Safe Routes to School is to increase the number of children who walk or bike to school by funding projects to remove the barriers that currently prevent them from doing so. The barriers include lack of infrastructure, unsafe infrastructure, lack of programs that promote walking and bicycling. The most sustainable projects emerge when a coalition of parents, schools, professionals in transportation, engineering, health, and law enforcement work together. The programs are successful when they are championed by the schools and the City helps to facilitate. The applications process is complicated and competitive so the City hired traffic engineer Jack Rydell who has been successful in obtaining significant funds for a variety of cities including Rancho Palos Verdes. He has been the lead in determining appropriate projects, organizing and meeting with representatives of the schools, and preparing the application. A meeting was held on January 30th and the Superintendent of the School District and all four schools in the City were invited to attend. Representatives from Montemalaga and Lunada Bay Elementary schools were in attendance along with the Superintendent. Although the subject city prepares the application and administers many of the projects within an application, the proposal needs to come from the school to have the best chance of being approved.

Traffic Engineer Jack Rydell said the program is intended to make it safer for children to walk to school which has many benefits including health benefits and traffic reduction. There is a separate federal program which will be applied for at a later date. The State allocates these funds by CalTrans district and it is based upon enrollment in the district. There is a 10% match that the City has to fund. The construction program needs to have an educational/enforcement component attached. The improvements need to be made on public rights-of-way. The program will pay for pedestrian facilities, traffic calming, and traffic control devices. The program will not allow for pick-up and drop-off improvements, sidewalk repairs, or crossing guards. The deadline is April 15th and the program has become very competitive. The coordination of the stakeholders is key to a successful application. Mr. Rydell said that the hard work of the Police Department, the schools, and the PTAs have been incredibly effective in helping him put the application together. Also, all programs must be ADA compliant.

Mr. Rydell talked about his meetings with school representatives, the parent and neighborhood surveys taken, and his meetings with the City Manager and Public Works Director discussing what would be appropriate and consistent with the goals of the City. He showed a PowerPoint showing the various improvements such as signage, crosswalks, placement of sidewalks, and ADA ramps. For Lunada Bay School one of the crosswalks would be placed at the intersection of Tyburn Road and Via Anacapa and another at Via Barri and Via Alvarado. For Montemalaga sidewalks will be added on Via Nogales on the north and south side of the school and on a small stretch of Balboa. The project is about \$325,000 and the City would need to match about \$33,000.

Councilmember Rea said the State budget deficit is estimated at \$50 billion and he wondered if the funding was really going to be available. Mr. Rydell said at the February workshop the State committed to the grant funds.

Councilmember Rea asked if there is a requirement for stop signs to be placed where there are yellow student crossings. Mr. Rydell said it is not required and to put in stop signs an engineering analysis should be completed. Director Rigg said these are not mid-block crosswalks, these are at intersections. Mr. Rydell said that every intersection is a legal crosswalk whether it is marked or not and the intent is to enhance the students safety by marking the crosswalk.

Director Rigg said the major cost in the application is the sidewalks which would have to put out to a formal bid and the contract would be awarded by the Council. When it is time to award the contract the Council may have a better understanding of the State budget situation before committing to spending the money.

Mayor Pro Tem Humphrey asked about the proposed sidewalks that are not on school property. Director Rigg said those proposed sidewalks are at the back of residential properties. He said he realizes this is a sensitive issue as residents do not like street lights and sidewalks in order preserve the rural feel of the area. He also commented that the issue had been heavily noticed due to the sensitivity.

Mayor Pro Tem Humphrey was happy to see Montemalaga involved in the project. She asked how often the City can apply for the grants. Mr. Rydell responded that the State and Federal grants are each offered once a year.

Councilmember Goodhart asked if there would be a necessity to install lighted crosswalks at Lunada Bay School. Director Rigg said Mr. Rydell looked at the intersections and checked the distance of the crosswalk from the intersection, the prevailing speeds, the visibility, the curvature of the road, and he felt sufficiently safe with the analyses that were completed.

Councilmember Goodhart worried that people believe they are “immune” when they enter a crosswalk. Director Rigg said that one of the benefits of having a traffic engineer look at conditions at both schools is that they would now be up to code regarding signage, but the crosswalks would be placed at the Council’s discretion. Councilmember Goodhart clarified that he would like to have crosswalks that are effective.

Councilmember Goodhart asked if it was the intention of installing sidewalks to have the kids ride their bikes on the sidewalk or the street. Director Rigg said the intent is to have small children use the

sidewalks that are closest to the school. Councilmember Goodhart was concerned with kids riding bikes on the sidewalks with pedestrians or in the street with traffic without a distinguished area for them to ride.

Councilmember Goodhart wanted clarification that the grant money could not be used to pay for crossing guards, but it can be used for Police Officers. Mr. Rydell said the grant will pay for a portion of Police Officers enforcement but it is not an on-going source – it is to start the program. Councilmember Goodhart asked if the success of the stakeholder communication was enough for the grant to be approved. Mr. Rydell felt that it was. He has attended the grant workshops and communication of the stakeholders is what they are looking for. Director Rigg added that, if the project was approved by the Council, there would be a lot of additional letters of support solicited prior to submitting the grant application.

Mayor Perkins asked if the sidewalk on Paseo Lunado would accomplish anything as she sees kids and families already using the greenway to walk – as traditionally the City’s sidewalks are along the perimeters of schools and not beyond the schools. Director Rigg said that portion of the proposed sidewalk was specifically asked for by the parents in the survey. Mr. Rydell said the most of the proposed improvements came from the parents.

Mayor Perkins wondered about the crosswalk proposed on Via Anacapa and students that speed on their way to the high school. She asked if the traffic and speeding was sufficiently controlled. Mr. Rydell said he felt the additional warnings will enhance the safety at the intersection.

Mayor Perkins asked what the State’s response timeline was. Mr. Rydell said it usually is three months. Mayor Perkins responded that the City would have a better understanding of the State budget by that time also.

Camille Feldman, [PVE resident], has been asking the Council to look at Safe Routes to School for the last three years. She is thrilled that the Council is looking to make the area safer for children. She met last May with the School Board asking for a State SRS program that specifically addressed education only non-infrastructure. She said she felt that she also represents community members and not just parents of students and it is important to include the community in these decisions. The grant application states that in the survey people are six times more interested in the speed of traffic than they were of pathways and sidewalks. She feels that this tells us that no matter how many signs go up, you must zero in on enforcement. She hears the community saying there needs to be more officers on overtime for enforcement. She is against the sidewalk on Paseo Lunado. She would like the community stakeholders involved that want reduced traffic and reduced volume.

Lisa Cheatham, [PVE resident], asked if the sidewalk on Balboa is installed will the mature trees be replanted. She also said that Montemalaga is like a bowl and she feels there are not a lot of children that will be walking and using the sidewalks due to the hills.

Randy Morris, [PVE resident], said cutting the school’s Juniper hedge would make it safer for kids to walk to school. He said there is a cross-slope on his property and if an ADA sidewalk is installed it would also require installation of a retaining curb. He asked if re-sloping, re-seeding, and re-irrigation would be a part of the program. If the area is safer with a sidewalk, he is in favor of the sidewalk, but

would like to see any engineering that would be proposed. He also asked that the City not take down trees to install the sidewalks.

Teressa Schneider, [PVE resident], was not opposed to the sidewalks, but felt it will not be safer for the kids due to the traffic and parking volume. The school has two directions for pick-up and drop-off and, with the parked cars and pedestrians, the kids are nearly getting hit by cars all the time. She would like the City to look at the low cost solution of placing 'No Parking during School Hours' signs and changing the drop-off and pick-up to only one way. When her son attended Montemalaga she would not allow him to walk across the street due to the traffic situation. She asked that the City consider making a dirt pathway instead of a sidewalk to stay consistent with the surrounding area.

Selina Lai, [RPV resident], is the Chairperson of the Safe Routes to School for Montemalaga school. The school serves 470 children. Only a small number of children walk to school due to the lack of sidewalks. Due to the increased congestion when students arrive and depart the proposed sidewalks would greatly improve safety. The sidewalks and signage would get students off of the street. Many students cannot roll their backpacks along the uneven paths. Many families participated in the survey and most felt they would be more likely to walk to school if it was safer.

Tina Pearce, [PVE resident], has been doing the traffic duty at Lunada Bay School for the past three years. She does this three days a week and spends much of her time telling parents to not allow their students to cross at Via Anacapa. She agrees with Mr. Rydell, the students are crossing at these intersections already and a painted crosswalk would help to make it safer. The unsafe speed of vehicles deters people from allowing their kids to walk to school and the enforcement aspect (of the grant) may help.

Director Rigg responded to the residents questions. He said that, around Lunada Bay Elementary there would not be any significant grading, but at Montemalaga there will need to be some tree roots trimmed and he didn't believe there would be any tree removals. As far as grading in Montemalaga he didn't believe there would be any significant grading. He said it had been discussed to use a tan colored concrete on Paseo Lunado to appear less like a sidewalk and more like dirt. He discussed whether decomposed granite could be used instead of concrete. Also, as to the speeds of vehicles on the road, he said the idea is to try and reverse the trend of driving instead of walking. He would also like to see the area of Via Visalia at Via Fernandez to be a remote pick-up/drop-off point for Montemalaga School.

Councilmember Bird complimented the community for getting involved and spearheading the effort to increase safety for the children. He spoke with some of the neighbors in the Montemalaga area and they told him Via Nogales is a very narrow street at approximately 24' wide. With 'No Stopping during School Hours' signs and traffic entering the school in two directions, it is nearly impossible to get through. He would like to see what can be done to prohibit turning left into the school by vehicles going up Via Nogales from Balboa. He would like to see more effort to promote riding bikes and walking to school. He believes that installing sidewalks at both schools will help give the parents a better sense of their children being safe as they walk to school. He believes that the more kids that walk the less vehicle traffic there is and with less opportunity for accidents. He would like to see the City apply for more Federal money over the summer. He would like the neighbors of the school to be less impacted by having increased enforcement of the current 'No Stopping' signs on Via Nogales.

Councilmember Goodhart said there is no ‘silver bullet’ for the situation. The situation needs a multi-stage approach and this grant is a good start. He doesn’t think that the total solution to the problem is to reduce traffic which will make it safer to walk to school. He shares Ms. Feldman’s concern regarding the speed of vehicles. He is puzzled about the sidewalk at Paseo Lunado and is not sure if adding a sidewalk to the greenbelt is the right solution.

Councilmember Rea asked if the City needs to specify a concrete sidewalk in the grant. Mr. Rydell said it does not need to be specified. Councilmember Rea shares Councilmember Goodhart’s concern with the 560’ sidewalk on Paseo Lunado and the necessity for it on the nice greenbelt.

Mayor Pro Tem Humphrey said she had no objection to the sidewalk on the greenbelt since it will adjoin to the existing sidewalk. She believes this grant is a great start to solving the problems. She is happy to see there is opportunity for additional funds. She would like to see if the City could obtain funds to repair the Paseo la Cresta pathway which, she believes, will get more people to walk down the hill to school.

Mayor Perkins also agrees that the grant is a great first step. She said that with most grant money there is not the luxury of time to plan out an entire project just what is appropriate for right now and hopefully phase in additional solutions. She walks on the greenbelt on Paseo Lunado, but she is in favor of installing a sidewalk for the safety of the students. She is concerned and would like to make sure the neighbors are fully aware and supportive of the improvements and the impacts are minimized. She would also hate to see trees removed and would be in favor of curving paths to preserve them.

It was moved by Councilmember Goodhart, seconded by Mayor Pro Tem Humphrey, and unanimously approved to submit the Safe Routes to School application for Lunada Bay Elementary and Montemalaga Elementary Schools.

STAFF REPORTS

City Manager’s Report - none

DEMANDS

It was moved by Councilmember Rea and seconded by Mayor Pro Tem Humphrey that the demands, as approved by a majority of the City Council, totaling \$225,670.68 be allowed and it was unanimously approved.

It was moved by Councilmember Rea and seconded by Mayor Pro Tem Humphrey that the demands, as approved by a majority of the City Council, No. 515076V, 515112 to 515220 totaling \$566,000.85 be allowed and it was unanimously approved.

MAYOR & CITY COUNCILMEMBERS’ REPORTS

Mayor Perkins made the appointments of City Council Liaisons to Committees for the upcoming year.

Councilmember Rea announced that the Los Angeles County Department of Public Works would be hosting a free 'Smart Gardening' workshop on Saturday March 28th at 9:30 a.m. at the South Coast Botanical Gardens.

ADJOURNMENT

There being no further business before Council the meeting was adjourned at 9:50 p.m. to Monday, March 30th, at 8:30 a.m. in the City Council Chambers of City Hall for a budget study session.

RESPECTFULLY SUBMITTED,

MICHÉLE D. MONSON, MINUTES SECRETARY

APPROVED:

ELLEN PERKINS, MAYOR