

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

**July 27, 2010**

**A regular meeting of the City Council of the City of Palos Verdes Estates was called to order this day at 7:30 p.m. in the City Council Chambers of City Hall by Mayor Humphrey.**

**PLEDGE OF ALLEGIANCE**

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

**ABSENT: Councilmember Perkins**

**ALSO PRESENT: City Manager Hoefgen, City Attorney Hogin, Assistant City  
Manager Smith, Police Chief Dreiling, Public Works Director Rigg,  
City Treasurer Sherwood, Administrative Analyst Davis,  
Minutes Secretary Monson**

**CONSENT AGENDA**

Councilmember Goodhart removed Item #7 (Traffic Safety Committee Mtg. of July 14, 2010) from the Consent Agenda

It was moved by Mayor Pro Tem Rea, seconded by Councilmember Goodhart and unanimously approved that the following Consent Agenda items be approved except Item #7 (TSC Mtg. 7/14/10) (4-0, Perkins absent):

- MINUTES OF ADJOURNED REGULAR CITY COUNCIL MEETING OF JULY 10, 2010
- MINUTES OF REGULAR CITY COUNCIL MEETING OF JULY 13, 2010
- CITY TREASURER'S REPORT – JUNE 2010
- CITY TREASURER'S QUARTERLY INTEREST REPORT – APRIL-JUNE 2010
- ADOPT ORDINANCE 09-693 – CORRECTION, WHICH PROVIDES THE CORRECT REFERENCE TO THE PALOS VERDES ESTATES MUNICIPAL CODE CHAPTER 5.12 – "TAXICABS" AS BEING REPEALED
- TWO-YEAR ASSIGNMENT AGREEMENT WITH THE CITY OF TORRANCE TO PERMIT THE EXCHANGE OF PROPOSITION A TRANSIT FUNDS IN RETURN FOR UNRESTRICTED GENERAL FUND REVENUE AT 70 CENTS ON THE DOLLAR

- DESIGNATION OF COUNCIL MEMBER GOODHART AS THE VOTING DELEGATE AND CITY MANAGER HOEFGEN AS AN ALTERNATE TO REPRESENT THE CITY AT THE ANNUAL BUSINESS MEETING OF THE LEAGUE OF CALIFORNIA CITIES AND AUTHORIZE THE CITY CLERK TO SIGN THE VOTING DELEGATE FORM
- FINAL PARCEL MAP NO. 70848 FOR THE DIVISION OF THE VACANT LOT AT 3000 PASEO DEL MAR. LOT 1, BLOCK 2252, TRACT 7144
- PLANNING COMMISSION ACTIONS OF JULY 20, 2010

**Planning Commission Resolution No. 2010-0426;** Confirming the Planning Commission's denial of WT-114-09; Wireless Telecommunication Facilities Application for equipment proposed within the City right-of-way adjacent to 4010 Palos Verdes Drive North. Lot B, Tract 9822.

Applicant: AT&T Mobility

**Action: Approved.**

**NC-1068R-10;** Consideration of a revised Neighborhood Compatibility Application for additions to the single family residence located at 1445 Via Coronel. Lot 7, Tract 30905.

Owner: Cyrus & Jessica Irani

**Action: Approved with conditions.**

**M-764-10;** Consideration of a Miscellaneous Application for rebuilding and expanding the detached garage at the single family residence located at 4041 Via Solano. Lot 4, Block 6317, Tract 7143.

Owner: Joyce Block-Miller

**Action: Approved with conditions.**

**M-771-10;** Consideration of a Miscellaneous Application for structures exceeding the maximum allowable height at the single family residence located at 1533 Via Lopez. Lot 10, Block 8, Tract 7334.

Owner: Osamu Irie & Julie Tai

**Action: The application was Approved in part and Denied in part.**

**GA-1465R/M-780-10;** Consideration of revised Grading and Miscellaneous Applications for a new single family residence located at 1701 Via Arriba. Lot 8, Block 1530, Tract 6884.

Owner: Albro & Catherine Lundy

**Action: Approved with conditions.**

**M-773-10;** Consideration of a Miscellaneous Application for a structure exceeding the maximum allowable height at the single family residence located at 708 Mexico Place. Lot 11, Block 1436, Tract 6884.

Owner: Steve & Cynthia Underberger

**Action: Approved with conditions.**

**M-774-10;** Consideration of a Miscellaneous Application for non-standard encroachments within the City right-of-way at the single family residence located at 1221 Via Coronel. Lot 15, Block 1486, Tract 6889.

Applicant/Owner: Gary & Roswaty Lim

**Action: Denied.**

**M-775-10;** Consideration of a Miscellaneous Application for a structure exceeding the maximum allowable height at the single family residence located at 1425 Via Davalos. Lot 28, Tract 30905.

Applicant/Owner: Robert & Sara Neuman

**Action: Approved with conditions.**

## **TRAFFIC SAFETY COMMITTEE MEETING ITEM OF JULY 14, 2010**

### **Review of Proposed Striping Modifications to the Lunada Bay Commercial Center**

Councilmember Goodhart stated that he attended the Traffic Safety Committee meeting of July 14, 2010. He said the TSC unanimously approved the striping plan. He explained that TSC member Ron Buss said that it is now typical to have perpendicular striping as opposed to angled striping. The Lunada Bay Homeowners Association has developed recommendations to enhance and revitalize the area of which the roadway striping is included. Councilmember Goodhart believes that the City should be involved in the discussions regarding the direction of that plan.

It was moved by Councilmember Goodhart, seconded by Mayor Pro Tem Rea, and unanimously approved to install 22-foot-long, 8-foot-4-inch-wide parking stalls perpendicular to the curb in all Lunada Bay public parking areas. No crosswalks, no offset parking, and no bump-out edgelines will be installed. (4-0, Perkins absent)

## **COMMUNICATIONS FROM THE PUBLIC - none**

## **PUBLIC HEARINGS**

## **COUNTY WEED ABATEMENT CHARGES FOR FISCAL YEAR 2009-10**

Mayor Humphrey asked if public notice had been given. Assistant City Manager Smith responded that it had been.

Public Works Director Rigg reported that at the February 23, 2010 Council meeting the Los Angeles County Department of Agricultural Commissioner/Weights and Measures provided the City with the annual list for weed abatement proceedings. The Council reviewed the list and declared the properties a public nuisance. A public hearing was held with no property owners protesting the assessments. The County is now submitting a list of charges incurred while performing the weed abatement services and, once approved by the Council, these charges will be

passed on to the property owners. For FY 2009-10 the County inspected and/or abated weeds on 47 parcels in the City with total charges amounting to \$19,359.

Mayor Humphrey opened the public hearing and seeing no one wishing to speak, closed the public hearing.

Mayor Pro Tem Rea moved, it was seconded by Councilmember Bird, and unanimously approved to confirm the charges as contained in the report prepared by the County of Los Angeles Agricultural Commissioner/Weights and Measures for providing weed abatement services during FY 2009-10. (4-0, Perkins absent)

**INTRODUCE AND ADOPT 2010 CONFORMANCE SELF-CERTIFICATION RESOLUTION R10-13; ADOPTING THE LOCAL DEVELOPMENT REPORT FOR THE CONGESTION MANAGEMENT PROGRAM**

Mayor Humphrey asked if public notice had been given. Assistant City Manager Smith responded that it had been.

Public Works Director Rigg reported that one of the stipulations of the Traffic Congestion Relief and Spending Act of 1990 requires larger counties to develop a Congestion Management Plan (CMP). PVE has taken the necessary measures and is in conformance with the CMP. The Metropolitan Transportation Authority requires each agency to submit a resolution of compliance and implement the three following actions: 1) to adopt and continue to implement a Transportation Demand Management Ordinance, 2) to adopt and continue to implement a Land Analysis Ordinance that intends to consider the regional transportation impacts of new development, and 3) the City must adopt a Local Development Report (LDR) annually. The LDR is the report on the net development in the City within the last year. PVE's net development activity consisted of one dwelling unit which is derived from the eleven new homes built minus the ten that were demolished.

Mayor Humphrey opened the public hearing and seeing no one wishing to speak, closed the public hearing.

Councilmember Goodhart moved, it was seconded by Councilmember Bird, and unanimously approved to adopt the Self-Certification Resolution R10-13; adopting the Local Development report for the Congestion Management Program. (4-0, Perkins absent)

**OLD BUSINESS**

**UPDATE AND OVERVIEW ON MUNICIPAL GREENHOUSE GAS INVENTORY AND ESTABLISHMENT OF AN EMISSIONS REDUCTION TARGET FOR MUNICIPAL FACILITIES**

Administrative Analyst Davis reported that in 2008 Council adopted resolution R08-21 which committed the City to climate protection. This action was based largely upon AB32 which set a goal for the State to achieve a reduction in greenhouse gases to 1990 levels by 2020. The City also joined International Council of Local Environmental Initiatives (ICLEI). Through this commitment the City set forth to achieve the first of five milestones which was to conduct a local emissions inventory and forecast greenhouse gas emissions. With this information, the South Bay City Council of Governments created the Municipal Greenhouse Gas Emissions Inventory report that was presented to the City Council in June 2009. At that time, ICLEI determined that 2005 would be used as the baseline year for all South Bay cities. 2007 was used as an interim year to measure the progress from 2005. As better data became available, PVE's Municipal Greenhouse Gas Emissions Inventory was updated by the South Bay Energy Service Center in October 2009 to accommodate several factors ensuring consistency in reporting and formulas among all South Bay Cities. These modifications resulted in smaller percentage increases than previously reported for PVE.

Per Council direction in June 2009, an internal Environmental Advisory Committee (EAC) was created comprising five staff members. The committee is tasked with reviewing the inventory report and analyzing the findings, recommending a carbon emissions reduction goal, developing a climate action plan, identifying a record-keeping system and tracking the information, and then re-inventorying to report the City's progress back to Council.

City Planner Stacey Kinsella reported that the EAC recommends a 10% reduction in greenhouse gas emissions below baseline (2005) levels to be achieved by 2020 for municipal operations for PVE. The 2005 baseline level was 644 metric tons. A 10% reduction would be equal to 64 metric tons. The annual emissions goal would be 580 metric tons. Applying the 10% to 2007 levels would be equal to a reduction of 98 tons. This would require reducing emissions by 10 metric tons per year over the next 10 years. Staff also researched other possible reduction scenarios of 15% and 20%.

Planner Kinsella said the EAC looked at the types of projects that would achieve the recommended reduction goal of 10%. Some examples are: 1) upgrading the HVAC system, 2) utilizing alternative fuel vehicles, 3) electric and natural gas reduction options, and 4) City service contracts. Utilizing the Climate and Air Pollution Planning Assistance (CAPPA) software provided by the SBESC, the EAC calculated the potential emissions reductions from two of these projects. The software showed potential savings of eight metric tons by replacing the HVAC system and a savings of seven metric tons by replacing two vehicles with alternative fuel vehicles.

Planner Kinsella said the next step would be to look at the cost of undertaking such projects. There are no immediate fiscal impacts by adopting a 10% reduction goal, but certain projects would require upfront costs from the City. The EAC would research all grants, rebates, or alternative funding to help assist or possibly pay for proposed projects. This is a 10-year program which would provide time to adjust, budget for and research all options available to the City.

Planner Kinsella explained the City's next step would be to develop a Climate Action Plan (CAP) which is Milestone 3. Keeping in mind, the community-wide inventory must also be completed. The City would implement the CAP, which is Milestone 4. Milestone 5 would be a report and update of PVE's progress in emissions reductions.

Councilmember Goodhart said that when AB32 was passed there were assumptions made on economic growth going forward before the recent recession started. There is a move to reduce the AB32 levels by 2020 which have not as of yet been defined. He asked if the modifications to the 2007 emissions factors included economic growth. Heidi Aten of the SBESC said she did not believe it was – usually the emissions factors are changed due to new technologies and the like.

Councilmember Goodhart said the data for 2005 and 2007 showed an increase in emissions. He understood that this may have been due to a remodel of City Hall at the time. He was puzzled by what the Business as Usual Forecast means as far as growth. Ms. Aten said 2005 and 2007 emissions were based on kilowatt hours, the fuel quantities. So, forecasting for the future shows what would happen if no modifications were undertaken – Business as Usual. Councilmember Goodhart said that if there are no significant changes then the Business as Usual forecast should stay level and not grow as shown on the chart.

Councilmember Goodhart asked if the EAC knew the costs involved for an alternative fuel vehicle. Administrative Analyst Davis responded that one member of the EAC was tasked with reviewing police department vehicles that were in line to be replaced in the next few years and also some City vehicles that potentially could be replaced. Councilmember Goodhart asked when would the CAP be complete once it is started. City Manager Hoefgen responded that it would be about a year.

Mayor Pro Tem Rea asked if there was new data for 1990, 2005 or 2007. Ms. Aten said 1990 is a significant year per policy-wise for local governments. It is recommended in the Local Government Operations Protocol that 2005 be used as the baseline year. 1990 is a hard year for most governments as the data has not been retained.

Mayor Pro Tem Rea said the 2005 data showed 644 metric tons in emissions and over the next 10 years it is projected to increase to 725 metric tons under the Business as Usual model – he did not believe that these projections were accurate. He believes the emissions would stay flat or decrease. Ms. Aten said if no mitigations are undertaken, emissions tend to expand. She said what is important now is to mitigate and conserve energy and resources which will benefit the environment. City Manager Hoefgen said he believes what may be skewing the long-range projections is the continuation of the projection of the increase in emissions shown from 2005 to 2007. If 2007 data is an aberration, the projections would be incorrect.

Mayor Pro Tem Rea asked how much staff time would be spent on this in the upcoming year. City Manager Hoefgen said a portion of Ms. Davis' time and a fraction of Ms. Aten's time. Mayor Pro Tem Rea asked if there are out of pocket upfront costs budgeted. City Manager Hoefgen said the assessment to the SBCCOG funds a portion of Ms. Aten's time. Mayor Pro Tem Rea said he was looking for a cost/benefit analysis. As for alternative vehicles costs, he recalled the City having problems with the CNG parking enforcement vehicle. Mayor Pro Tem Rea reiterated that this is a voluntary program.

Councilmember Bird asked why there is no data shown for 2008 or 2009. Analyst Davis said the EAC anticipates formal tracking of data to begin in January of 2011. The EAC has been working on establishing a good record-keeping system to assure the accuracy of the data to avoid basing their

recommendations on assumptions. The EAC in conjunction with the SBESC is working on consistency with data reporting for all the South Bay cities.

Councilmember Bird asked if other cities are seeing the percentage increase in emissions from 2005 to 2007 that PVE shows. Ms. Aten said there is a range – there are some cities with increases and some with decreases. Councilmember Bird asked if the GAG reductions measures shown were one-time measures or annually. Ms. Aten said these would be needed annually. Ms. Davis said the EAC is looking for a 98 metric ton reduction total by 2020.

Director Rigg noted that the City's residential landfill disposal quantities also showed increases for 2007. He said that Cal Recycle statistics show from 2007 to 2009 there was a significant decrease in the landfill tonnage for PVE. He believes it is due to a decrease in construction projects.

Mayor Humphrey said the action before the Council is whether to adopt or not adopt a 10% emission reduction target by 2020. She also wondered about the Business as Usual showing an increase. Planner Kinsella said the EAC has reviewed the numbers and tried to fill in the blanks on what the data actually shows. She said they looked at the usage of printers, refrigerators, etc. and realized that these items become inefficient over time. These types of items add up over time if not upgraded. This is just part of the overall picture of becoming an efficient City.

Alfred Sattler, a member of the Sierra Club, supported the proposed resolution of a 10% reduction target. He believes it is a modest target, but understands PVE being a smaller city with fewer areas in which to implement reductions. He made several suggestions for saving energy including: 1) Police Chief using alternative vehicle, 2) solar water heating and 3) using 'natural' air conditioning. He thanked the Council for moving forward with conservation efforts.

Councilmember Bird was concerned about the accuracy of the 2007 data. He wished the City had the benefit of seeing the 2008 and 2009 data. With the cost implications that would be incurred over time involved in reducing emissions, he is concerned about the accuracy of the data. He is concerned with the costs involved to the City, but in principle he supports the notion of a 10% reduction. He would like more information.

Mayor Humphrey asked if all SBCCOG cities are using the same years for the baseline data. Ms. Davis said they were. Ms. Davis said the EAC would work with Ms. Aten to see if they can at least look at the kilowatt hours for 2008 and 2009 for comparison.

Mayor Pro Tem Rea agreed with Councilmember Bird's comments. It is a noble goal to aim to reduce emissions by 10%, but at what cost or benefit. He believes that if the City doesn't do anything different than what it is doing now, we should be able to reduce emissions by continuing to make 'green' decisions. He mentioned that if Proposition 23, which is on the November ballot, is passed it would suspend AB32 temporarily. He commented that the reason the City started to look at its carbon footprint was due to the assumption that Sacramento would order cities to do so – this has not happened. He believes the City should wait to see the outcome of the November election before proceeding and continue to gather reliable data. He would also like to see a cost/benefit analysis.

Councilmember Goodhart said the data is the essence of the issue. He worried about the understanding of the assumptions that are in the ICLEI model being used to forecast emissions reductions. He said not all cities are alike and PVE must scrutinize the model and the assumptions as they relate to PVE. He also hoped data for 2008 and 2009 could be obtained for comparison. The Cool Cities recommendation is a 20% reduction. He was concerned about setting too low a goal at 10%. He proposed setting an objective rather than a goal due to the uncertainty of the economy and the data given. He believes the Action Plans are essential for the process since they will show what the costs are, the data that was used and the validity of the software used. These things will all justify the recommendation. He suggests a 15% objective and then in one year modifying this based on the data.

Mayor Humphrey says the report shows a reduction of 80% by 2050. She said the EAC now has direction to obtain more data for the Council. She sees the 10% target as a minimum goal. She would agree to a 10% reduction with a goal of 15%.

Councilmember Goodhart does not like setting a hard number which is signing up for something that has no data to support it.

Analyst Davis said it is the intention of the EAC to recommend realistic goals, but also to increase reductions if possible. The next step would be to look at different reduction measures and to conduct a cost/benefit analysis and, based on Council's input, attempt to obtain 2008 and 2009 data.

Planner Kinsella said that a 15% reduction would equal approximately 13 metric tons per year over the next ten years. After setting a target goal the EAC can be more specific with the CAPP software. At that point the EAC can do the cost analysis which would be very specific.

Councilmember Goodhart asked what the difference in the analysis would be for a 10% or 15% reduction. Planner Kinsella said the EAC can plug in a specific vehicle that is ready for replacement in the fleet and the CAPP software will give them the approximate metric ton reduction.

Councilmember Goodhart said all the numbers are relative and the important point is that the City reduces greenhouse gas emissions. He would like to see all the data showing what can be accomplished broken down by cost.

Mayor Pro Tem Rea said if the Council did not take action on this item, the EAC would continue to work at options for reducing emissions and completing the cost/benefit analysis. Analyst Davis noted that that typical process would be to establish a reduction target to base the CAP on.

Mayor Humphrey would like to set a target, have the EAC work on that target and then possibly raise the target based on new data.

Councilmember Bird moved, it was seconded by Councilmember Goodhart, and approved to adopt the suggested Municipal Greenhouse Gas Emissions Reduction Target of a minimum 10% reduction below 2005 levels to be achieved by 2020, with periodic review to determine if the goal can be adjusted to recognize a further reduction, and direct the Environmental Advisory Committee to proceed with developing a formal Climate Action Plan to achieve the minimum 10% reduction goal. (3-1, Rea dissenting, Perkins absent)



## **NEW BUSINESS**

### **RESOLUTION R10-15 APPROVING THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY AND THE PUBLIC SERVICE EMPLOYEES ASSOCIATION**

City Manager Hoefgen reported that the city's negotiating team has been engaged in discussions with representatives of the Public Services Employees Association (PSE) which is comprised of 10 full-time and four part-time employees. Due to the uncertainty of the State budget crisis and the lingering effects of the recession, the agreement has only minor changes from last year's agreement. The PSE agreed to accept the one-year agreement which includes: 1) a one-time \$500 stipend for full-time members and a \$250 stipend for part-time members and 2) an increase of \$75 in the group insurance monthly "cap" for full-time PSE employees. Total cost of these changes is \$11,400 in FY 2010-11 which represents a 1.5% increase in compensation.

Councilmember Goodhart clarified that the "one-time" stipend refers to the fiscal year 2010-11.

Mayor Pro Tem Rea moved, it was seconded by Councilmember Bird, and unanimously approved by roll call vote to adopt Resolution R10-15 approving the Memorandum of Understanding amending the terms and conditions of employment for the Public Service Employees Association effective July 1, 2010. (4-0, Perkins absent)

### **RESOLUTION R10-14 ADJUSTING PARKING CITATION FEES TO REFLECT A \$10.00 PER CITATION INCREASE**

Chief Dreiling reported that staff recommends an across the board increase of \$10 per violation to the parking fine bail schedule. A June 25, 2010 article from the League of California Cities alerted cities that a probable state surcharge increase of \$3 per violation to parking citations as a partial means of dealing with budget shortfalls in the courts will take effect in October. PVE has compared its bail schedule with surrounding jurisdictions and found that it is on average \$10 lower than other cities. PVE's fee is \$35 as compared to \$45 for most other South Bay cities. A \$10 enhancement to the current bail schedule would provide a net revenue increase of approximately \$18,500 annually. The new surcharge would cut into the increased revenue, but PVE would still realize a net revenue increase of \$13,000.

Councilmember Rea asked if there is a city philosophy to stay cost neutral on the parking fine schedule. Chief Dreiling said the Council sets policy, but he realizes some cities do use these fees as a revenue source.

Mayor Humphrey believed that in the past PVE tried to stay comparable to other cities. Chief Dreiling said the Vehicle Code requires comparison in order for a city to increase the fees.

Mayor Humphrey noted there were no green cards from the audience.

Councilmember Bird said PVE's fees are so far below the surrounding cities he suggested the city increase the fees by \$15. He rationalized that the city's costs are increasing, the costs of employing the

officers is increasing - illegal parking affects safety, quality of life and the business district customers trying to find parking.

Mayor Pro Tem Rea asked if PVE is allowed to increase the fee that much. Chief Dreiling believed that it would be allowed.

There was discussion regarding metered parking compared to timed parking.

Councilmember Goodhart noted that several cities have different fees schedules between red curb violations and timed parking violations.

Director Rigg reminded the Council that during a previous Council discussion on parking and crosswalks around schools that residents commented that the cost of parking in a red zone is worth avoiding the hassle that waiting in long lines creates.

Mayor Pro Tem Rea wondered if other cities had raised their fees over the last year or two due to budgetary shortfalls.

Mayor Humphrey clarified with Councilmember Bird that he wanted to raise the amount for both red curb and the timed parking violations.

Councilmember Goodhart asked where the revenue from these tickets goes. Chief Dreiling said part goes to the courts, part to the State and part to the paid administrator (City of Inglewood for PVE). The City receives approximately 84% that goes to the General Fund.

Mayor Humphrey was concerned that an increase in fees for timed parking would not be in support of the businesses in the City.

Councilmember Bird suggested a \$15 fee increase for red zones and a \$10 fee increase for the timed zones. Chief Dreiling said the resolution is for a \$10 increase across the board which would affect all of the violations.

There was discussion on which violations to increase by \$15 and which to increase by \$10. Councilmember Bird suggested increasing all the parking violations by \$15 except the 10 minute, 30 minute, one hour and two hour zones. For these zones, the increase would be \$10.

It was moved by Councilmember Bird, seconded by Mayor Humphrey, and unanimously approved to adopt Resolution R10-14 amending the bail schedule increasing the paid parking citation fees by \$15, with the exception of PVEMC violations Sections 10.44.010; 10.48.020; 10.48.030 and 10.48.040 (timed parking) which shall be increased by \$10, in order to 1) achieve parity with the fees charged by other agencies, and 2) to accommodate an anticipated increase in the State surcharges placed on all parking citations. (4-0, Perkins absent)

## **STAFF REPORTS**

## **City Manager's Report - none**

### **DEMANDS**

It was moved by Mayor Pro Tem Rea and seconded by Councilmember Bird that the demands, as approved by a majority of the City Council, totaling \$267,906.7 be allowed and it was unanimously approved.

It was moved by Mayor Pro Tem Rea and seconded by Councilmember Bird that the demands, as approved by a majority of the City Council No. 517882 to 517914 totaling \$190,301.58 be allowed and it was unanimously approved.

It was moved by Mayor Pro Tem Rea and seconded by Councilmember Bird that the demands, as approved by a majority of the City Council No. 517915 to 517958 totaling \$481,202.91 be allowed and it was unanimously approved.

### **MAYOR & CITY COUNCILMEMBERS' REPORTS**

Chief Dreiling noted that National Night Out will be held on August 3rd between 6:00 p.m. and 9:00 p.m. with 13 parties to be held throughout PVE. There will be three caravans of City Staff and Council visiting parties in Valmonte, Malaga Cove/Montemalaga and Lunada Bay.

Mayor Humphrey indicated the staff is looking at potential dates for the annual joint Council/Planning Commission/Homes Association meeting to be held on a Wednesday in October or the first Wednesday in November.

### **ADJOURNMENT**

There being no further business before Council the meeting was adjourned at 9:15 p.m. to Tuesday, September 14th, at 7:30 p.m. in the City Council Chambers of City Hall.

RESPECTFULLY SUBMITTED,

MICHÉLE D. MONSON, MINUTES SECRETARY

APPROVED:

ROSEMARY HUMPHREY, MAYOR

CITY COUNCIL  
JULY 27, 2010