

**ADJOURNED**

**CITY COUNCIL MINUTES**

**POLICY DEVELOPMENT SESSION**

**MARCH 3, 2007**

An adjourned meeting of the City Council of the City of Rolling Hills Estates was called to order at 8:14 a.m., at the Norris Pavilion, 501 Indian Peak Road, Rolling Hills Estates, by MAYOR SEAMANS.

**ROLL CALL**

City Council Members Present: Addleman, Mitchell, Seamans, Zuckerman, Zerunyan

Staff Present: City Manager Doug Prichard  
Assistant City Manager Sam Wise  
Community Services Director Andy Clark  
Planning Director David Wahba  
Administrative Services Director Mike Whitehead  
Assistant to the City Manager Greg Grammer

Others present: Erik Zandvliet, Traffic Engineer

**PUBLIC COMMENT**

A. Ted Wynne, 927 Deep Valley Drive, inquired as to how the parking requirements would differ for a senior 55 and over condominium development in the commercial district.

**ITEMS FOR DISCUSSION**

A. POLICY DEVELOPMENT SESSION ITEMS

City Manager Prichard requested COUNCIL direction regarding the Peninsula Village Overlay policies. He noted that a public workshop will take place on March 19 and provided an overview of the staff report (as per agenda material).

*Speed Hump Policy* - Erik Zandvliet, Traffic Engineer, explained the City's speed hump guidelines. He provided an overview of the staff report (as per agenda material).

COUNCILMAN ZUCKERMAN discussed various items which included the following: 1) The threshold for polling a neighborhood; 2) Speed control; and 3) Neighborhood satisfaction. He suggested possibly surveying those neighborhoods that already have speed humps. He then asked Assistant City Manager Wise if any complaints were received regarding this issue. Assistant City Manager Wise noted that he has not received any

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complaints. He explained several mitigation measures that could be used in lieu of speed humps which included striping, Sheriff's decoy patrol car, and/or speed board. Traffic Engineer Zandvliet noted that if striping was desired, it would be painted in the vicinity of a speed hump giving the driver the perception of the need to slow down.

COUNCILWOMAN MITCHELL inquired if the City's standard is too lenient. Traffic Engineer Zandvliet stated that he believed it is and suggested the COUNCIL make a decision based on a simple majority of affected residents on a particular street.

MAYOR SEAMANS inquired as to how the City of Palos Verde Estates dealt with speed humps on Via Valmonte. Traffic Engineer Zandvliet indicated that this option was a last attempt to curtail cut-through traffic after other methods had been exhausted.

Tom Judge noted his strong disagreement with Traffic Engineer Zandvliet's comments. He disputed the City's voting survey formula and went on to explain the many reasons why he believed street humps were necessary on his street. He urged the COUNCIL to take action and install three speed humps on Rollingwood.

COUNCILMAN ADDLEMAN suggested that Mr. Judge's homeowner's association president contact the Dapplegray Homeowner's Association President to further discuss how they handle speeding drivers in their neighborhood. Even so, Mr. Judge insisted that COUNCIL take action immediately.

COUNCILMAN ADDLEMAN noted that speeding was an issue in his neighborhood as well. He then stated that one of his neighbors obtained a speed gun from the Sheriff's Department and, along with the driver's license plate number, turned the information to the Sheriff's Department where they would send a warning to the resident. He noted that this alternative has reduced speeds in that area.

In response to COUNCILWOMAN MITCHELL'S inquiry regarding bots dots, Traffic Engineer Zandvliet indicated that many residents do not care for this measure as they are loud when cars go over them.

MAYOR PRO TEM ZERUNYAN noted his experience with speed humps as one is located in front of his home in the Dapplegray area. He referred to the City of La Canada-Flintridge and stated that in comparison to their policy, the City's is quite lenient. He noted that even though Dapplegray Lane has slowed down drivers, some drivers still speed regardless of what mitigation measures were instituted. He concurred with COUNCILMAN ADDLEMAN'S suggestion to write down the license plate and call the Sheriff's Department.

After extensive discussion, COUNCILWOMAN MITCHELL recommended revising the voting threshold to eliminate the survey percentage altogether and institute a simply majority vote of the affected residents.

City Manager Prichard cautioned the COUNCIL to bear in mind that the Traffic Engineer's criteria and the Traffic and Safety Committee's recommendations are the City's best tools in determining the

reasonableness of installing speed humps.

Assistant City Manager Wise explained the City's procedure on how to deal with a speed concern on a particular street. He noted that once a written request is received from a homeowner's association, or 10% of the residents, the Traffic Engineer would then review it and make a recommendation. Based on that recommendation, the request would then be presented to the Traffic and Safety Committee. If it has been determined that a vote of the residents is necessary, a survey is then sent out to every homeowner in the affected area.

After continued discussion, COUNCILWOMAN MITCHELL suggested eliminating the 50%+1 formula as it was her concern that a small percentage of the neighborhood could change the policy.

Brief discussion ensued regarding how the City should determine a homeowner's association is active. COUNCILMAN ZUCKERMAN suggested that the board would be deemed active if they had at least one annual meeting.

MAYOR PRO TEM ZERUNYAN noted to proceed with caution so as not to take away the case-by-case basis policy from homeowners' associations.

COUNCILWOMAN MITCHELL moved, seconded by MAYOR SEAMANS

TO DIRECT STAFF TO ELIMINATE THE 50+1 SURVEY RESPONSE FORMULA AND PROCEED WITH A SIMPLE MAJORITY OF AFFECTED RESIDENTS.

AYES: Addleman, Mitchell, Seamans  
NOES: Zerunyan, Zuckerman

COUNCILWOMAN MITCHELL moved, seconded by COUNCILMAN ZUCKERMAN

TO RETAIN THE 2 5/8" STANDARD ON A CASE-BY-CASE BASIS UP TO 3" SUBJECT TO THE TRAFFIC ENGINEER'S DETERMINATION.

AYES: Addleman, Mitchell, Seamans, Zerunyan, Zuckerman

COUNCILWOMAN MITCHELL moved, seconded by COUNCILMAN ADDLEMAN

TO PAINT A CROSS-HATCH AND 25 MPH ON EITHER SIDE OF A STREET AS AN ALTERNATIVE WHEN SPEED HUMPS ARE NOT APPROPRIATE ACCORDING TO THE TRAFFIC ENGINEER'S ANALYSIS.

AYES: Addleman, Mitchell, Seamans, Zerunyan, Zuckerman  
Mr. Judge once again vehemently urged the COUNCIL to install three speed humps on Rollingwood Drive.

COUNCILWOMAN MITCHELL noted that spacing of speed humps could also be considered on a case-by-case basis.

City Manager Prichard noted that he had already contacted the Sheriff's Department to patrol Rollingwood Drive.

PENINSULA VILLAGE – POLICY ISSUES AND STAFF ANALYSES FOR CONSIDERATION

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Peninsula Village Overlay District Trip Generation Rates - Traffic Engineer Zandvliet explained the trip generation rates noting that many agencies use a collection of studies. He stated that the ITE rate is a nationally recognized industry standard and suggested utilizing the lower ITE average trip rate per condominium.

COUNCILMAN ZUCKERMAN noted that, with respect to the PEIR, the City must be careful to select the most appropriate standard for the commercial district. He then noted that the survey does not geographically represent the Peninsula as there are more current and regionally appropriate standards. He requested the Planning Department to look into those standards as opposed to the recommended studies. He asked the COUNCIL to consider taking advantage of the important work that the Los Angeles County and San Diego Association of Governments is undertaking rather than relying on a study that is not specific to existing conditions. He then expressed his disagreement with Traffic Engineer Zandvliet's staff report in that Los Angeles County does not utilize the ITE standards as they are outdated. He reiterated the need to err on the conservative side with respect to choosing a standard that is regionally specific.

Planning Director Wahba suggested running through the .83 figure for the condominiums, determine the difference and then discuss what type of mitigation measures would be acceptable.

COUNCILMAN ZUCKERMAN recommended first deciding upon what the COUNCIL thinks are appropriate mitigation measures by allowing as many residential units in the overlay zone as the area will accommodate, establish the mitigation framework, and then apply the suitable standard.

COUNCILWOMAN MITCHELL noted that the current property owners already know the City depends on the ITE standard and questioned how changing the standard could be justified to them.

Ted Wynne, 927 Deep Valley Drive, noted that, while there are two standards in the public domain, his concern was to avoid any challenges that a particular project could face.

MAYOR PRO TEM ZERUNYAN concurred with COUNCILMAN ZUCKERMAN to be cautious and look at the regional and County standards for specific answers. He noted that the standards need to be right for the community and that any property owners depending on the old standard do so at their own peril.

Traffic Engineer Zandvliet noted that it is perfectly proper to work "backward" in order to determine how the mitigation measures would affect the community. Additionally, he noted that, if a non-standard rate (not

ITE) were to be utilized, significant exposure may occur. He suggested utilizing the ITE under the low-rise category .78 which is higher than he County's and then determine how many units would be consistent with other developments in the commercial district.

COUNCILMAN ZUCKERMAN noted his preference to choose other comparable cities in the area.

MAYOR PRO TEM ZERUNYAN noted that the City must have defensibility of its actions. He suggested holding adoption of the County standard in abeyance until the impact on the surrounding community can be determined.

COUNCILMAN ZUCKERMAN moved, seconded by MAYOR PRO TEM ZERUNYAN

TO: 1) ADOPT THE LOS ANGELES COUNTY STANDARD; 2) REVIEW MITIGATION MEASURES IN THE EIR; 3) CHOOSE AN INDEX THAT WILL APPLY TO THE NUMBER OF UNITS THAT WOULD FIT INTO THE APPROVABLE CONSTRAINTS OF THE SUGGESTED NON-AGE RESTRICTED STANDARD; 4) DETERMINE HOW MANY UNITS WOULD APPLY BASED UPON THE COMBINATION OF THE ABOVE AND THEN REVIEW WHAT NEEDS TO BE REVISED IN THE PROJECT DESCRIPTION; AND 5) DISCUSS THE POLICY ISSUES.

AYES: Addleman, Mitchell, Seamans, Zerunyan, Zuckerman

Discussion continued regarding the need for a mitigation workshop to include TIA guidelines provided for COUNCIL review.

COUNCILMAN ZUCKERMAN suggested that the Dapplegray School/Palos Verdes Drive North intersection be added as well.

Discussion continued on affordable housing with MAYOR PRO TEM ZERUNYAN noting that he will contact the California Contract Cities Association in an attempt to come up with a realistic number of affordable units according to the state.

When is the appropriate time for developer fees to be collected? – Brief discussion ensued regarding collecting fees prior to zone clearance.

COUNCILMAN ZUCKERMAN suggested collecting all fees prior to issuance of building permits except for Quimby fees.

Discussion ensued regarding the possibility of utilizing Quimby funds for the stable renovation which is outside of the district.

COUNCILWOMAN MITCHELL moved, seconded by COUNCILMAN ZUCKERMAN

TO DIRECT STAFF TO COLLECT DEVELOPER FEES PRIOR TO ISSUANCE OF A BUILDING PERMIT.

AYES: Addleman, Mitchell, Seamans, Zuckerman

NOES: Zerunyan

Is the City desirous of an economic analysis report to determine how much retail, services, office space, etc, should be planned for or preserved? – It was the consensus of the COUNCIL, MAYOR PRO TEM ZERUNYAN excepted, that an economic analysis is needed to assist in determining the right mix of businesses in the commercial district.

Boundaries of district: Should district boundaries be redrawn? - Deferred until after the public workshop scheduled for March 19 meeting.

Parks and park fees: Should a central park be pursued (or smaller parkettes) within district? Should park fees be considered for use outside the district? - Brief discussion ensued regarding consideration of Quimby funds for the municipal stables. It was suggested that the City could possibly provide credits on a case-by-case basis for improvements within the district.

Discussion continued regarding streetscape improvements listed in the staff report. It was the consensus of the COUNCIL that Deep Valley Drive should be completed in phases.

It was noted to table further discussion regarding the boundaries of the plan.

It was the consensus of the COUNCIL that public art would be desirable.

Community Services Director Clark noted that the estimated cost to renovate the stables is close to \$3,000,000 and is looking at alternatives to reduce that amount.

Permitted residential density – It was the consensus of the COUNCIL to table this discussion.

Pipeline mixed-use projects – It was the consensus of the COUNCIL to process current applications under the existing standards.

Parking reduction – It was the consensus of the COUNCIL to investigate this item further.

Peninsula Village Implementation Committee- It was the consensus of the COUNCIL to disband the Peninsula Village Implementation Committee in favor of a joint first look with the COUNCIL and Planning Commission.

THERE BEING NO OBJECTION, MAYOR SEAMANS SO ORDERED.

#### TRAFFIC CONGESTION MANAGEMENT

Assistant City Manager Wise provided a brief overview of the staff report (as per agenda material).

#### CELL SITES

Assistant City Manager Wise reported that the NextG agreement will be presented at the next COUNCIL meeting. Additionally, he noted that he is currently in the process of revising the ordinance.

MAYOR PRO TEM ZERUNYAN commended Assistant City Manager Wise on his handling of the cell site applicants.

It was the consensus of the COUNCIL to further investigate cell pole aesthetics.

#### CITY BOUNDARY ISSUES

City Manager Prichard reported the following: 1) That the City of Torrance approved the boundary adjustment for the Chandlers' reuse project; 2) That the City of Lomita is moving forward with the reservoir project; and 3) That no further communication was received from the Westfield area regarding possible annexation of the unincorporated neighborhoods.

#### TRAIL ACCESS

Community Services Director Clark noted that many undeveloped trails are on steep slopes, and upon further investigation, he found the assessor's map to be inaccurate. Additionally, he stated that trails with structures placed on them need to be identified.

#### CAPITAL PROJECTS

Council Chambers – After brief discussion, it was the consensus of the COUNCIL to investigate upgrading the Council Chambers, i.e. PowerPoint-ready, computer monitors at the dais, TV monitor feed into cable system, etc.

Storm drain improvements – Assistant City Manager Wise provided a brief staff report noting that the Strawberry Lane project was completed within budget. He noted that Dobbin Lane will be the next project, but is awaiting OSHA approval. Assistant City Manager Wise also reported that the storm drain work had been completed utilizing a County contractor in accordance with Section 3.32.050 of the Municipal Code. It was the consensus of the COUNCIL to follow this practice for the next phase of the storm drain project as funding allows.

COUNCILWOMAN MITCHELL noted that the COG may have a program to join with other cities in meeting NPDES requirements. Assistant City Manager Wise noted that the City may wish to consider that option at a later time.

Street improvements – Assistant City Manager Wise noted that bids were received regarding Hidden Valley Road. He was pleased to report that

they came in under budget and that the COUNCIL may want to consider including smaller streets into the package. It was suggested to investigate rubberized asphalt on the City's arterials.

COUNCILWOMAN MITCHELL requested that the COUNCIL be mindful of the California Water project as the City may want to look to them to bear some of the cost.

COUNCILWOMAN MITCHELL informed the COUNCIL that several bills will be forthcoming regarding carbon emissions and that the League is also working on a policy.

It was the consensus of the COUNCIL to further investigate additional green building measures.

ADA improvements – Community Services Director Clark noted that the transition plan has been revised to include the Community Center as well as other areas identified that may need improvement. He noted that the ADA Committee will review these items for presentation at the Budget Study Session.

It was the consensus of the COUNCIL to direct staff to identify revisions to the ADA Plan and include those items for funding in the next budget cycle.

#### HIGH PROFILE PLANNING PROJECTS

General Plan update - Planning Director Wahba noted that once the mixed-use issue is resolved, the Housing Element will be updated.

After brief discussion, it was the consensus of the COUNCIL to further explore imposing a surcharge on planning fees.

Code enforcement – City Manager Prichard noted that a separate memorandum was given to the COUNCIL regarding utilizing of alternate methods for obtaining compliance under the advice of the City Prosecutor.

After brief discussion it was the consensus of the COUNCIL to vigorously enforce the sign and banner standards.

Second story additions – Planning Director Wahba reported on the constant battle of evaluating various neighborhoods for second-story additions in conjunction with neighborhood compatibility.

COUNCILWOMAN MITCHELL suggested adopting a standard for second stories.

Discussion ensued with a recommendation that square footage cannot be anymore than two-thirds of the first floor area. Planning Director Wahba noted that this is not feasible stating that each case would need to be

considered on a case-by-case basis.

City Manager Prichard noted that oftentimes residents will meet all code requirements, but question the neighborhood compatibility ordinance.

MAYOR PRO TEM ZERUNYAN noted that neighborhood compatibility is a good guideline and recommended leaving the document as is.

COUNCILMAN ZUCKERMAN suggested encouraging the homeowners' associations to revise their CC&Rs in order to make them aware of the dangers of new development.

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At 1:30 p.m., the CITY COUNCIL convened into closed session.

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### **CLOSED SESSION**

- A. DISCUSSION WITH RESPECT TO PERSONNEL MATTERS: EMPLOYEE ASSOCIATION NEGOTIATIONS  
(Pursuant to Government Code Section 54957)

FOLLOWING A REPORT FROM JOHN BAKER OF MANAGEMENT PARTNERS, COUNCIL DIRECTED STAFF TO CONTINUE NEGOTIATIONS WITH THE EMPLOYEES' ASSOCIATION.

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At 1:50 p.m. the COUNCIL reconvened with MAYOR SEAMANS, MAYOR PRO TEM ZERUNYAN, COUNCILMAN ADDLEMAN, COUNCILWOMAN MITCHELL, COUNCILMAN ZUCKERMAN present.

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### **ADJOURNMENT**

At 1:50 p.m., MAYOR SEAMANS formally adjourned the meeting to March 19, 2007 at 7:00 p.m. for the purpose of conducting a joint City Council/Planning Commission Peninsula Village Overlay Master Plan Public Workshop

Submitted by,

Approved by,

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Hope J. Nolan  
Deputy City Clerk

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Douglas R. Prichard  
City Clerk