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At 1:42 a.m. [Wednesday, August 23] this meeting was formally adjourned to Tuesday, August 29, 1989, at 5:30 p.m.	

#

Peggy Laverty
Minute Secretary

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MINUTES OF AN ADJOURNED
REGULAR MEETING OF THE
TORRANCE CITY COUNCIL

OPENING CEREMONIES:

1. CALL TO ORDER;

The Torrance City Council convened in an adjourned regular meeting at 5:34 p.m., on Tuesday, August 22, 1989, in the Council Chambers at Torrance City Hall.

2. ROLL CALL:

Present: Councilmembers Applegate, Hardison, Mock, Nakano, Walker, Wirth and Mayor Geissert.

Absent: None.

Also present: Assistant City Manager Ng, City Attorney Nelson, City Clerk Bramhall, and Staff representatives.

Mayor Geissert announced that this adjourned meeting of the Torrance City Council was convened at this early hour for purposes of reviewing and receiving public comment on the following matter.

WORKSHOP SESSION:

10d. PRESENTATION AND DISCUSSION OF THE LIGHT RAIL ROUTE REFINEMENT STUDY DRAFT REPORT:

I. INTRODUCTION:

Mayor Geissert announced that the document accompanying this agenda item is a DRAFT proposal only and does not represent a policy statement by the City of Torrance nor by the Los Angeles County Transportation Commission [LACTC].

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II. STAFF PRESENTATION:

Director of Transportation Horkay noted, by way of background information, that in 1988 the City of Torrance approved an expenditure of \$46,000 for the route refinement study of the southern segment of the Coastal Light Rail Line. A brief overview of contents of this draft report was provided by Mr. Horkay and the following recommendation was noted.

RECOMMENDATION:

The Transportation Department recommends that the City Council receive the draft report, direct appropriate questions to the technical staff members, and direct City staff to prepare a response to the LACTC expressing City policy regarding the preparation of a final report and the prioritization of the South Segment of the Coastal Corridor for construction.

III. LOS ANGELES COUNTY TRANSPORTATION COMMISSION STAFF AND CONSULTANT PRESENTATIONS:

The following individuals were introduced by Ms. Susan Rosales, Manager of Rail Planning, LACTC --

- Ms. Nelia Custodio, Project Manager, LACTC
- Ms. Mary Lou Echternach, Government Relations, LACTC
- Mr. Ben Beasley, Bechtel Civil Inc.
- Mr. Walter Okitsu, Walter Okitsu Engineering
- Mr. Tom Fitzwater, Michael Brandon & Assoc.

With the aid of slides, Mr. Ben Beasley described the County Rail Transit Plan project and outlined findings resulting from the engineering assessment of the south segment of the coastal corridor.

Mr. Walter Okitsu, traffic engineering consultant, presented results of the traffic analysis on Hawthorne Boulevard, noting that if light rail is built no significant reduction in traffic volumes is anticipated along Hawthorne Boulevard. Optional design considerations and impacts were outlined by Mr. Okitso.

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Environmental Consultant Tom Fitzwater spoke to environmental issues involved with the construction and operation of a light rail facility along Hawthorne Boulevard. After addressing such issues as potential noise impacts, business displacements, major land acquisitions, street tree removal, etc., this speaker advised of his company's finding that there is no significant environmental impact that could not be mitigated.

IV. QUESTIONS FROM CITY COUNCIL:

Questions and comments from Councilmembers, with response from the consultants, were as follows.

Mayor Geissert questioned the anticipated noise impact on residential areas along the proposed light rail route.

Mr. Fitzwater advised that it was the acoustical consultant's belief that the addition of rail movements would not result in a substantial increase in the already substantial traffic noise along Hawthorne Boulevard.

Serious concerns were voiced by the Mayor regarding this issue, and it was her opinion that this is a very important subject which must be addressed in depth.

*

Councilman Walker voiced his concerns regarding the possible increase in Hawthorne Boulevard surface traffic, as well as the greater difficulty in traversing the area as a result of the light rail system [increased traffic around station locations and closing of some left-turn pockets, etc.] Noise and siting problems at key intersections were also of concern to Mr. Walker, who indicated his doubts as to the resultant overall benefit of a light rail system to the community.

*

Councilwoman Hardison inquired regarding the mitigation measures which would be suggested for the existing medical building at 190th Street and Hawthorne Boulevard which is designated as a problem area because of its anticipated close proximity to the light rail aerial structure.

A three-foot barrier along the aerial structure was suggested by Mr. Fitzwater.

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Councilman Wirth inquired regarding the proposal to close certain left-turn lanes and was advised by Mr. Beasley that this action would only be anticipated for minor streets -- the effort would be to find some way to widen major intersections to accommodate the existing levels of traffic. For station locations at major intersections where the median is very narrow, Mr. Beasley stated that they would consider "trimming the sidewalks back" and possibly acquiring right-of-way in order to rebuild the intersection.

The question of the overall traffic impact benefit of light rail in the general area of the system was next questioned by Councilman Wirth. Mr. Beasley explained that, as the population/traffic grows, light rail would offer an alternative to people who might choose not to drive.

Mr. Wirth inquired regarding the 190th Street/Hawthorne Boulevard area and was informed by Mr. Beasley that construction of the line at that location would require a 40 to 50-foot high aerial structure due to the existing railroad trestle.

Councilman Wirth's next question dealt with the possibility of predicting geographic areas which would likely use the light rail system. Ms. Susan Rosales explained the difficulty in projecting such data at this time.

Factors governing the location of terminal stations were provided by Mr. Beasley in response to another inquiry from Councilman Wirth -- large parking areas and a site for mid-day storage of trains were noted as major considerations. Mr. Wirth pointed out the need for careful study regarding parking availability as well as increased traffic at shopping center locations within the City.

*

Councilman Nakano requested an explanation regarding the failure of light rail to reduce the volume of traffic on Hawthorne Boulevard.

Mr. Beasley pointed out the prediction that population and, therefore, traffic will grow and noted that a light rail system will actually attract traffic to Hawthorne Boulevard because of the stations located there. On the other hand, he pointed out that there should be a small net reduction in the total vehicle miles traveled within the City of Torrance and a significant capacity for moving traffic would be added by an elevated system.

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Responding to Councilman Nakano's inquiries regarding cost effectiveness, Ms. Rosales advised that [although specific calculations in this regard have not as yet been done] the benefit would be in providing the public with an alternative choice of travel.

*

Councilwoman Hardison inquired regarding the amount of acreage required for parking lots to service a light rail facility and was informed by Mr. Beasley that approximately 10 acres would be required for automobiles, and an extension strip 30 feet in width, 600 to 1000 feet in length would be required for the storage of tracks.

Concerns were voiced by Ms. Hardison regarding the availability of such large areas of land in the City of Torrance.

*

Councilman Applegate addressed the matter of funding for a light rail project. The possibility of an ultimate co-purchase of property was noted by Ms. Rosales.

Problems envisioned by Mr. Applegate included aesthetics and a negative impact on east-west arterials. This Councilmember commented that he has "heard more problems than solutions" at this meeting.

V. QUESTIONS FROM THE AUDIENCE:

NOTE: Correspondence opposing the proposed rail line was entered into the record from Willie B. Bullock-Sexton, 3623 227th Street.

*

Ms. JoAnne Waller, 3607 Courtney Way, read aloud correspondence dated August 22, 1989 [of official record] expressing concerns regarding noise, impact on privacy, and deteriorating property values which would result from construction of a single track light rail spur to the Palos Verdes Landfill. This speaker expressed her opinion that the projected cost of the subject system is unreasonably high "just to offer an alternative."

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Mr. Harrison Scott, 908 Patronella, spoke in favor of a light rail system, noting that the San Diego system operates at 90% efficiency on fare box recovery. He surmised that people are more apt to ride a light rail system than a bus, noting that the system would not generate smog, would not be noisy, etc.

*

Mr. John LeResche, 3634 West 228th Street, expressed his opinion that construction of this system would be "an economic disaster." Mr. LeResche suggested that a high density residential population along the route [rather than the low density existing along Hawthorne Boulevard] would be required to support the extremely high cost of the system.

As to the environment, Mr. LeResche deemed the elevated railroad from New Jersey to New York City an "unmitigated environmental disaster" and expressed concerns regarding a similar effect in the City of Torrance. This speaker also predicted that twice the existing sound levels would be realized.

*

Ms. Connie Sullivan, 415 Camino de Encanto, admitted to mixed feelings in that she would welcome a quick way of getting to downtown Los Angeles; however, as the owner of a business on Hawthorne Boulevard, she voiced her need for assurance that the businesses along that route will not be negatively impacted by a blocking of traffic where left-turn lanes are eliminated, etc.

*

Ms. Anne Adam, 5359 Bindewald Road, questioned the affect on Anza-Inglewood; Prospect; Madrona-Prairie; and Crenshaw north-south traffic. She also asked whose parking needs would prevail, the City's or the Transportation Agency's. The possible downgrading of City of Torrance standards was noted by Ms. Adam as a primary concern.

*

Representing the Torrance Area Chamber of Commerce, 3200 Torrance Boulevard, Mr. Dan McClain indicated some concerns that the potential for traffic improvement has not been addressed. Mr. McClain also pointed out that issues dealing with ridership need to be dealt with and he offered the resources of the many employers in the area to assist with this kind of study.

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Ms. Pam O'Brien, 5005 Sepulveda Boulevard, requested that the impact on east/west streets be considered, particularly: Sepulveda Boulevard, Del Amo Boulevard, Carson Street, Lomita Boulevard [westerly] -- also Crenshaw Boulevard and Madrona Avenue [north/south]. Ms. O'Brien asked that the impact both during and after construction be studied.

*

Ms. Eilene Hawkins, 1303 Date Avenue, described "undesirable situations" encountered by individuals utilizing the existing transit system and stated her desire to share, at some future time, observations regarding involvement with SCAG.

*

Ms. Nancy Martens, 4152 west 167th Street, Lawndale, suggested a subterranean BART system as a more viable alternative than an elevated light rail system.

*

Mr. Mike Colgrove, 3631 Eleda Drive, expressed serious concerns regarding a spur line running south of Pacific Coast Highway because of the negative impact this would represent to those businesses, as well as homes, in that area along Hawthorne Boulevard. A more detailed analysis of this particular section of the proposed route was requested by this speaker.

*

Mr. Joseph Olario, 20425 Madison Street, expressed concerns regarding the "sound picture" with a light rail system added to the already rapidly moving, noisy automobile traffic on the Hawthorne Boulevard corridor.

This speaker also expressed his opinion that an elevated structure could seriously impact the aesthetics on Hawthorne Boulevard and described his observations regarding an intrusion of blight and an influx of high-rise development along the elevated railway system in New York City.

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VI. CITY COUNCIL DISCUSSION:

Councilman Wirth expressed his hope that the difficult problems represented by the construction of a light rail system through the City of Torrance will not deter the Council from approaching the concept in a positive way in order that transportation and traffic alternatives might ultimately be realized.

Councilman Walker, on the other hand, questioned whether such a system would contribute to the public good and whether it would be worthwhile for the City of Torrance to proceed. Mr. Walker stated his hope that, when the time comes, this City "will have the courage to look a large governmental agency in the face and say, "No, it is not needed here."

VII. CLOSING REMARKS:

Transportation Planning Manager for the City of Torrance, Mr. Richard Etherington, expressed appreciation to the Transportation Commission staff and consultants for their cooperative efforts in working with the City of Torrance during the course of this study. Mr. Etherington noted that this City will prepare a draft statement to be transmitted to the County Transportation Commission for use in preparation of the final document.

Mayor Geissert joined in expressing appreciation to all involved in the preparation of the very comprehensive report which was considered tonight.

* * *

At 7:10 p.m., Mayor Geissert called a recess. The Council returned at 7:30 p.m. to proceed with the regular meeting agenda.

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MINUTES OF A REGULAR MEETING
OF THE TORRANCE CITY COUNCIL

OPENING CEREMONIES:

1. CALL TO ORDER:

The Torrance City Council convened in a regular meeting on Tuesday, August 22, 1989, at 7:30 p.m., in the Council Chambers at Torrance City Hall.

2. ROLL CALL:

See Page 1.

3. FLAG SALUTE/INVOCATION:

The salute to the flag was led by Police Lt. Dennis Frandsen.

The invocation for the meeting was provided by Reverend Randy Rhoades, Jubilee Fellowship.

4. APPROVAL OF MINUTES/MOTION RE FURTHER READING:

MOTION: Councilman Applegate moved to approve the minutes of the City Council meeting of July 25, 1989 and August 1, 1989, as recorded. His motion was seconded by Councilman Mock, and roll call vote was unanimously favorable [Councilwoman Hardison abstained regarding the July 25 minutes and Councilman Wirth, regarding the August 1 minutes, both individuals having been absent from those respective meetings].

MOTION: Councilman Applegate moved that after the City Clerk has assigned a number and read title to any resolution or ordinance on the agenda for this meeting, the further reading thereof be waived, reserving and guaranteeing to each Councilmember the right to demand the reading of any such resolution or ordinance in regular order. His motion was seconded by Councilwoman Hardison and roll call vote was unanimously favorable.

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5. MOTION RE POSTING OF AGENDA:

MOTION: Councilman Applegate moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. This motion, seconded by Councilman Mock, carried unanimously by roll call vote.

6. WITHDRAWN OR DEFERRED ITEMS:

Assistant City Manager Ng requested that the following agenda items be rescheduled.

Item 8b, UPDATE ON HONDA PROJECT -- deferred to September 19 [see Page 11].

Item 15a, CUP 89-8, PP 89-10, ESSICK ASSOCIATES -- deferred to September 5 or 12 at proponent's request.

Councilman Applegate indicated his preference that the item be heard September 5 or a date later than September 12. See Page 22, for action.

7. COUNCIL COMMITTEE MEETINGS:

None scheduled.

8. COMMUNITY MATTERS:

8a. RECOGNITION OF ALL-STAR BASEBALL TEAM:

Mayor Geissert recognized the Torrance American Red Mustang All-Star Baseball Team for advancing to the finals of the Pony League World Series, and presented a memento in honor of this achievement to the following team members and their adult leadership.

- Dana Marks, Manager
- Fred Schumaker, Coach
- Bill Sutherland, Business Manager

TEAM MEMBERS

- Ryan Bozof
- Joshua Green
- Neil Iacono
- Yoshihito Komori

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- John Lockhart
- Brandon Marks
- J. J. McGowan
- Sudha Reddy
- Jason Ruiterman
- Jared Schumaker
- Shane Schumaker
- Ryan Sutherland
- Garrett Trott
- Phillip Ward
- Tony Wolfinger.

8b. UPDATE ON HONDA PROJECT:

Deferred to September 19, 1989 - see Page 10.

10. TRANSPORTATION/PUBLIC WORKS MATTERS:

10a. FINAL TRACT MAP NO. 47465

SUBDIVIDER: CENTURY/WINGER ASSOC.
 Location: 190th Street W/O 405 Freeway Ramp
 No. of Lots: 7

RECOMMENDATION:

The Engineering Department recommends that Final Tract Map No. 47465 be approved.

MOTION: Councilman Nakano moved to concur with staff's recommendation on Agenda Item 10a. His motion, seconded by Councilman Walker, carried by unanimous roll call vote.

10b. TRAFFIC COMMISSION ANNUAL REPORT 1988-89:

Councilman Wirth expressed appreciation to members of the Traffic Commission and Department of Transportation staff for the time spent during this past year on scoping sessions regarding traffic problems in various areas of the City.

MOTION: Councilman Wirth moved to accept and file the Traffic Commission Annual Report for 1988-89. His motion was seconded by Councilman Mock and roll call vote was unanimously favorable.

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10c. STREET NAME CHANGES - TRACT NO. 45463:

RECOMMENDATION:

The Street Naming Committee recommends that either of the resolutions be adopted by the City Council to implement the following street name changes:

1. "A" and "B" Streets in Tract no. 45463 to be named 231st Street and Los Codona Avenue, or
2. "A" and "B" Streets in Tract No. 45463 to be named Meadow Park Lane and Los Codona Avenue.

MOTION: Councilman Wirth moved to concur with Alternate 2 above. His motion was seconded by Councilman Mock.

Prior to roll call vote, audience input was invited by the Mayor.

Mr. Art Salla, Valco Construction, Inc., 2790 Skypark Drive, requested that, rather than Meadow Park Lane, that portion of the street be named Tuscany Meadows Lane.

A brief Council discussion resulted in a unanimous roll call vote on the motion on the floor to concur with Option 2.

OPTION 2

RESOLUTION NO. 89-193

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE CHANGING THE NAMES OF "A" AND "B" STREETS SHOWN ON TRACT NO. 45463 (NORTH OF LOMITA BLVD. BETWEEN OCEAN AVENUE AND HAWTHORNE BLVD.) MEADOW PARK LANE AND LOS CODONA AVENUE

MOTION: Councilman Nakano moved to adopt Resolution No. 89-193. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

10d. LIGHT RAIL ROUTE REFINEMENT STUDY:

See Pages 1-8.

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10e. APPOINTMENT TO POLICY STEERING COMMITTEE OF
COMMUTER TRANSPORTATION IMPLEMENTATION PLAN [CTIP]
TRANSIT SERVICE:

RECOMMENDATION:

It is the recommendation of the City Manager that the City Council appoint Councilman Mark Wirth as the City's representative on the Policy Steering Committee of the Commuter Transportation Implementation Plan transit service. Councilman Tim Mock would remain the City's alternate representative.

MOTION: Councilman Applegate moved to concur with the above recommendation of the City Manager. His motion was seconded by Councilwoman Hardison and roll call vote was unanimously favorable.

10f. CONSTRUCTION OF CUL-DE-SACS AT VIA CORONA AND VISTA
LARGO:

RECOMMENDATION:

The Engineering Department recommends that your Honorable Body: (1) approve the Plans and Specifications and authorize the City Engineer to advertise the subject project for construction bids; and (2) appropriate \$90,000 from the Gas Tax Fund to cover the roadway related costs for the subject project.

Following a brief report by the City Engineer, action was taken as follows.

MOTION: Councilman Wirth moved to concur with the above stated staff recommendation with the appropriation. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

10g. RESULTS OF NEIGHBORHOOD SCOPING SESSIONS - VIA VALMONTE
BETWEEN HAWTHORNE BOULEVARD AND THE SOUTH CITY LIMIT:

RECOMMENDATION:

The Department of Transportation recommends including Via Valmonte in a General Plan related study of the area bounded by Hawthorne Boulevard, Pacific Coast Highway, Anza-Vista Montana from Pacific Coast Highway

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to Paseo de las Tortugas and the City limit with Palos Verdes Estates. The study would focus on the impacts of installing cul-de-sacs, barricades or other methods of street closure or openings and any changes in land use and zoning.

The Traffic Commission recommends closing Via Valmonte at the south City limit.

If your Honorable Body wishes to close Via Valmonte to through traffic, an Environmental Assessment would be required.

Traffic Manager Vance provided a comprehensive staff presentation, complete with transparencies, following which he responded to requests for additional clarification from individual members of the Council.

Audience input was then invited by Mayor Geissert.

The following speakers reiterated comments and observations made at the Traffic Commission scoping sessions on this area and generally urged closure of Via Valmonte at the southerly City limits.

- Ms. Mary Cooper, 3346 Dalemead Street, speaking as one member of the Traffic Commission;
- Mr. Larry Snyder, 24855 Via Valmonte;
- Mr. Richard Foster, 24723 Via Valmonte; and,
- Ms. Amelia Parish, 24708 Via Valmonte.

In response to an inquiry by Councilman Wirth, City Attorney Nelson explained the need for an Environmental Assessment in connection with any proposal to close Via Valmonte. Mr. Nelson noted that this would not only afford an opportunity for all affected entities and parties to be heard, but would also allow for a determination as to whether a full-fledged Environmental Impact Report should be undertaken.

MOTION: Councilman Applegate moved to concur with the recommendation of the Transportation Department for a General Plan related study that would focus on the impacts of installing cul-de-sacs or other barricades or some method of street closure as far as Via Valmonte is concerned. Mr. Applegate further moved to concur with the Traffic Commission's recommendation and to re-

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quire, simultaneously, an Environmental Assessment regarding the closure of Via Valmonte. The motion was seconded by Councilman Wirth.

Prior to roll call vote on the motion, Council discussion was directed to the time frame involved in the study and the shorter overall time period involved (approximately six months) when conducting an Environmental Assessment concurrently with a study of the area.

Mr. David Carney, dealer/operator of the Chevron service station on Hawthorne Boulevard between Via Valmonte and Newton Street, explained that the ability of traffic to utilize Via Valmonte is very important to the successful operation of his business, and he urged that this be considered.

Roll call vote on the above motion was unanimously favorable.

10h. SB 1 [ROBBINS-KATZ], LOS ANGELES COUNTY TRANSPORTATION REFORM ACT:

A staff review of this agenda item was provided by Director of Transportation Horkay who advised [per staff material] that under SB 1, a twelve-member governing board for the Metropolitan Transportation Authority [MTA] will be established, consisting of the following...

Five (5) Los Angeles County Supervisors;

Three (3) members representing the City of Los Angeles;

Three (3) members appointed by the Los Angeles County City Selection Committee of the League of California Cities as follows:

one member selected from a city with a population of 300,000 or more (excluding the City of Los Angeles),

one member selected from a city having a municipal operator (excluding any city in which there is a local transportation zone), and

a member from a city not already represented; and

One (1) nonvoting member appointed by the Governor.

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RECOMMENDATION:

The Department of Transportation recommends that the Torrance City Council support the concept of SB 1; the Robbins-Katz Los Angeles Transportation Reform Act of 1989 and, if amended to delete the July 1, 1994 sunset clause, support its passage. It is also recommended that appropriate correspondence be drafted for the Mayor's signature and sent to the appropriate state legislators.

LEAGUE OF CALIFORNIA CITIES [LCC] ACTION:

The League of California Cities moved [at its August 3, meeting] to Oppose SB 1, unless amended as follows:

- o Four Metropolitan Transportation Authority [MTA] Board seats would be selected by the LCC; one from a city of over 100,000 in population; one from a municipal operator city; and two at-large.
- o The language, "Until July 1, 1994," should be deleted from the clause, guaranteeing a municipal operator (who operates at lower cost than the regional operator) no less than the same proportion of available funds allocated to it on July 1, 1988.
- o References in the bill mandating the creation of three operating subagencies under the MTA should be deleted. Such organization structure decisions should be left in local hands.

Following a general Council discussion, action proceeded in the following manner.

MOTION: Councilman Mock moved to concur in concept with SB 1, adding the amendments set forth by the League of California Cities. His motion was seconded by Councilman Aplegate.

Continued discussion and clarification by staff as requested resulted in a SUBSTITUTE MOTION being offered by Councilwoman Hardison to concur with the staff recommendation as set forth. Her motion was seconded by Councilman Wirth.

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Councilman Mock then MODIFIED HIS ORIGINAL MOTION to support the staff recommendation, changing the population figure specified from 300,000 to 100,000.

Councilwoman Hardison WITHDREW her substitute motion, noting that the original motion, as modified, is basically the same. Councilman Wirth withdrew his second of the substitute motion.

Councilman Applegate, as seconder of the Main Motion, accepted the modification proposed thereto, and roll call vote on Councilman Mock's motion, as amended, was unanimously favorable.

10i. APPLICATION FOR FY 1989-90 SB-821 BIKEWAY FUNDING AND REASSIGNMENT OF FY 1986-87 BIKEWAY FUNDING:

RESOLUTION NO. 89-194

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE AUTHORIZING AND DIRECTING THE CITY MANAGER TO APPLY FOR FY 1989-90 BICYCLE AND PEDESTRIAN FUNDS AS AUTHORIZED UNDER SB-821 AND ASSIGNING THESE MONIES TO THE CRENSHAW BOULEVARD BIKEWAY FROM 237TH PLACE TO LOMITA BOULEVARD

MOTION: Councilman Nakano moved to adopt Resolution No. 89-194. His motion, seconded by Councilwoman Hardison, carried unanimously by roll call vote.

10j. WHEELCHAIR RAMPS AT VARIOUS LOCATIONS, STREET CONSTRUCTION ON CRENSHAW BOULEVARD FROM 230TH PLACE TO 231ST STREET AND APPROPRIATION OF SB-821 INTEREST EARNINGS:

RECOMMENDATION:

The Engineering and Transportation Departments recommend that your Honorable Body: (1) approve the plans and specifications for the subject projects and authorize the City Engineer to advertise for construction bids; and (2) appropriate \$21,672 in uncommitted FY 1986-87 and FY 1988-89 SB-821 interest earnings to complete project financing for reconstruction of the Crenshaw Boulevard Bikeway (east side) from 230th Place to 231st Street.

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City Engineer Burtt provided a brief overview of the project and responded to questions from the Council.

MOTION: Councilman Wirth moved to concur with the above stated staff recommendation including appropriation. His motion was seconded by Councilwoman Hardison and roll call vote was unanimously favorable.

10k. RESULTS OF NEIGHBORHOOD SCOPING SESSIONS FOR NEWTON STREET BETWEEN HAWTHORNE BOULEVARD AND VISTA MONTANA:

During the staff report on this agenda item by Traffic Manager Vance, the following recommendation was set forth.

RECOMMENDATION:

The Torrance Traffic Commission and the Department of Transportation recommend including the area bounded by Hawthorne Boulevard, Pacific Coast Highway, Anza - Vista Montana from Pacific Coast Highway to Paseo de las Tortugas and the City limit with Palos Verdes Estates in a special or specific plan zone and that within the framework of the General Plan an analysis be made of the impact of installing cul-de-sacs, barricades or other methods of street closure and any changes in land use and zoning.

Audience input was then invited by the Mayor.

Mr. Varouj Kioudjian, 24065 Neece Avenue, business address 24205 Hawthorne Boulevard, pointed out existing and anticipated traffic circulation and access problems in the area.

Increased traffic problems for her neighborhood should Newton Street be blocked off at Vista Montana, were described by Ms. Joanne Petroski, 4094 Wilmington Street.

Mr. John Bauman, 4722 Via Corona, general manager of the Palos Verdes Begonia Farm at 4111 242nd Street, supported staff's recommendations, advising that the blocking off of streets could have a devastating effect on businesses in the area. He proposed in addition to staff material...

- Double left-turn lane traveling south on Anza onto Pacific Coast Highway;
- Open already blocked streets in the area; and,

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- Open 238th Street between Hawthorne Boulevard and Anza Avenue.

Ms. Bonnie Neil, owner of a business at 244th Street and Hawthorne Boulevard, voiced her concern regarding left-turn restrictions on northbound Hawthorne Boulevard.

It was the opinion of Mr. Ray McKinney, owner of a business at 24205 Hawthorne Boulevard, that his business would be adversely affected if 242 and 244 Streets were blocked off.

Mr. Armand Glenn, 4136 Newton Street, urged timely action by the City in addressing the severe traffic problems in the area.

Ms. Toni O'Brien, 3932 Newton Street, explained that residents had requested left-turn restrictions only during peak traffic hours from 7 a.m. to 9 a.m. which, in her opinion, should not negatively affect the businesses along Hawthorne Boulevard.

Identifying himself as the owner and operator of a business at 24421 Hawthorne Boulevard, Mr. Jerry Brannon stated that any traffic restrictions would affect his business inasmuch as he opens at 8:00 a.m. He recommended, rather than closing streets, that they be widened and improved to better handle traffic.

Mr. Ron Singer, 3959 Newton Street, requested that short-cut traffic through his residential area be stopped between 6:00 a.m. and 9:00 a.m. and between 5:00 p.m. and 7:00 p.m.

Concerns regarding the blocking of any streets were expressed by Mr. Danny Androsevic, owner of the shopping center at Pacific Coast Highway and Vista Montana [residence address 6417 Corseni Place, Rancho Palos Verdes].

Mr. William O'Brien, 3932 Newton Street, urged that cut-through traffic on Newton during rush hour periods be stopped. This speaker concurred with the proposed study.

Mr. Dave Carney, owner and operator of the Chevron station at 24505 Hawthorne Boulevard, suggested the possibility of opening additional lanes on Hawthorne Boulevard and recommended directing traffic to the main streets by improving the flow on those streets.

It was pointed out by Ms. Toni O'Brien, 3932 Newton Street, that her small segment of Newton Street [zoned R-1] has truly been developed as a single-family residential area.

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Mr. James Bertle, 3860 West 244 Street, concurred with the suggestion for left-turn prohibition from Hawthorne Boulevard onto Newton Street.

Four-way STOP signs at strategic locations were suggested by Mr. Mike Egan, 4403 Los Codona Avenue.

Council discussion ensued.

Councilman Wirth requested that the City Engineer provide an update of the scheduling by Caltrans of improvements to the intersection of Pacific Coast Highway and Hawthorne Boulevard. Consideration by the consultants of removing on-street parking on Hawthorne Boulevard south of Pacific Coast Highway was recommended by Councilman Wirth.

Difficulties regarding the implementation of time-limited turn restrictions for northbound Hawthorne Boulevard traffic were discussed by Councilman Applegate.

It was requested by Councilwoman Hardison that the study include an analysis of the Anza/Pacific Coast Highway intersection.

Mayor Geissert expressed her opinion that, although not an ideal solution, there be control of left turns from northbound Hawthorne Boulevard during peak hours.

The possibility of installing 4-way STOP signs to inhibit individuals attempting to use the area as a short cut was suggested by Councilman Applegate.

MOTION: Councilman Wirth moved to concur with staff and Traffic Commission recommendations including the considerations of matters for study mentioned here tonight. The motion was seconded by Councilwoman Hardison.

Mayor Geissert requested that results of the study be returned to the Council in four to six months.

At Councilman Applegate's suggestion, Councilman Wirth AMENDED his motion to request staff to return at an earlier date with information regarding the possibility of attempting to slow traffic by means of additional STOP sign installations.

Mayor Geissert suggested the amendment be expanded to request staff return to the Council within the next several weeks with a survey of the area west of Hawthorne Boulevard between Pacific Coast Highway and Newton Street, of the intersections that do and do not have STOP signs.

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No objection to this amendment was indicated and roll call vote was unanimously favorable.

12. PLANNING AND ZONING MATTERS:

12a. DEMOLITION MORATORIUM - 1000 BLOCK AMAPOLA AVENUE:

URGENCY ORDINANCE

ORDINANCE NO. 3282

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF TORRANCE CONTINUING A MORATORIUM ON THE DEMOLITION OF DWELLINGS ON CERTAIN LOTS IN THE CITY WHICH ARE WITHIN CERTAIN DEFINED BOUNDARIES; AND DECLARING THE PRESENCE OF AN EMERGENCY

MOTION: Councilman Nakano moved to adopt Ordinance No. 3282 at its first and only reading. His motion was seconded by Councilwoman Hardison.

Prior to roll call vote Councilman Applegate reiterated his previous opposition to the subject moratorium, particularly in light of the extensive time period involved.

The above motion carried by way of the following roll call vote:

AYES: Councilmembers Hardison, Mock, Nakano, Walker, Wirth and Mayor Geissert.

NOES: Councilman Applegate.

14. PERSONNEL MATTERS:

14a. FY 1989-90 JTPA EMPLOYMENT AND TRAINING CONTRACTS:

RESOLUTION NO. 89-195

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE AUTHORIZING AND DIRECTING THE MAYOR AND THE CITY CLERK TO EXECUTE AND ATTEST THESE CERTAIN CONTRACTS BETWEEN THE CITY OF TORRANCE AND THE ITT TECHNICAL INSTITUTE, AND GRAHAM ASSOCIATES, INC.

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MOTION: Councilman Nakano moved to adopt Resolution No. 89-195. His motion, seconded by Councilwoman Hardison, carried unanimously by roll call vote.

15. HEARINGS:

15a. CUP 89-8, PP 89-10, ESSICK ASSOCIATES:

Mayor Geissert announced that this was the time and place for a public hearing on a Councilmember appeal of a Planning Commission approval of a Conditional Use Permit and a Precise Plan of Development to allow the construction and operation of an automobile smog check facility on property located in the C-2 (PP) zone on the southwest corner of Pacific Coast Highway and Madison Avenue. CUP 89-8, PP 89-10: ESSICK ASSOCIATES.

Proof of publication, provided by the City Clerk, was filed without objection.

Noting the applicant's request for deferment of this item [see Page 10] the following action was taken.

MOTION: Councilman Applegate moved to continue CUP 89-8, PP 89-10, Essick Associates to September 5, 1989, 5:30 p.m. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

* * *

At 9:20 p.m., Mayor Geissert declared a recess. The Council returned at 9:46 p.m. to continue as follows.

* * *

Considered out of order...

15d. RECOMMENDED CHANGES TO R-1 DEVELOPMENT STANDARDS:

Mayor Geissert announced that this was the time and place for a public hearing on recommended changes to the R-1 Development Standards ordinance.

Proof of publication, provided by the City Clerk, was filed without objection.

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NOTE: Submitted for the record was a letter to Council dated August 20, 1989 from Lizbeth McDannel, 1905 Middlebrook Road, expressing concerns regarding construction in that area. This correspondence was accompanied by supportive photographs.

Principal Planner Bluman provided the staff report on this agenda item and set forth the following recommendations per agenda material of record.

PLANNING COMMISSION RECOMMENDATIONS

The Planning Commission study responds to the original direction of the City Council to provide solutions that would be simple to administer and easy to understand, by:

- o differentiating the concerns of the new larger homes from those of the existing neighborhood pattern;
- o providing separate standards for one-story homes and two-story homes to address their unique differences, and to provide incentives for one-story construction;
- o responding to the tear-down phenomenon and minimizing hardship on existing homes;
- o reducing the need for setback waivers;
- o establishing a FAR of 0.6 to 1.0, including garages, to quantify and control total building bulk relative to lot size, and the size of the second story relative to the building footprint;
- o allowing projects to exceed a 0.6 FAR (to a maximum of 0.7) by providing wider sideyards; and
- o establishing that floor area ratios in excess of 0.7 require approval of a precise plan of development.

The Planning Commission recommends adoption of the ordinance to amend the development standards of the R1 Single Family Residential District.

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PLANNING DEPARTMENT RECOMMENDATION

The study research was predicated on the development of a set of standards that would be applied consistently through the zoning regulations to provide the most objective, and thus most equitable means to deal with the study concerns. The 0.6 floor area ratio, including garages, was intended to serve as a bulk control limit. Unless additional requirements are applied to control the bulk created by an increase in floor area, the FAR standard should not be exceeded. The wider sideyard requirements were defined as compensation for the excess floor area to allow a project to exceed the 0.6 FAR but be less than 0.7. Providing the additional sideyard requirements allow projects to exceed the FAR standard without a new layer of public review.

If the City Council wishes to establish the FAR as a finite bulk control limit, staff recommends that the ordinance be modified to exclude the Precise Plan approval provision for projects of 0.7 or more, assuring that no new layer of costly and time-consuming public review would be required.

If the City Council wishes to provide that projects with floor area ratios of 0.7 or more be allowed upon approval of a Precise Plan, staff recommends concurrence with the recommendation of the Planning Commission to adopt the ordinance as written.

The solutions adhere to the original direction of the City Council, being simple to administer, easy to understand, and allowing for architectural and design flexibility. As with any major change, there will need to be a time period for adjustment and fine tuning in relation to proposed future considerations.

The Building and Safety Department reports that there are approximately 150 R-1 zone projects currently filed for plan check, and notes that although the proposed revisions may not impact all of the projects, most would be impacted. The Planning Department currently has approximately 20 applications for discretionary review, many of which would be impacted by the proposed revisions. Therefore, both the Building and Safety Department and the Planning Department recommend that the City Council grandfather all projects impacted by the proposed R-1 development standard revision that have been filed for plan check or filed for land use entitlement prior to the effective date of the Ordinance.

Following additional clarification by Ms. Bluman as requested by individual Councilmembers, Mayor Geissert invited comments from the audience. Speakers and a brief synopsis of their comments follow.

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Mr. Martin Blyn, 24256 Park Street: Requested modification of the ordinance to exclude garages from the FAR for small lots [25-foot frontages] such as exist in his neighborhood.

*

Mr. Bud Fultz, 22405 Kent Avenue: Expressed concern regarding the severe financial hardship he has incurred because of changes in R-1 construction standards and judged the fact that small lots are not addressed in the ordinance to be a gross omission.

The likelihood of his project being grandfathered [plans are presently in plan check] was explained to this speaker and he was referred to Sr. Principal Planner Gibson for further details.

*

Ms. Iku Kiriya, 1934 West 232nd Street: Described a desired second-story addition of 600 square feet to an existing 3200 square-foot [including garage] residence on a 55 x 105 foot lot.

Principal Planner Bluman noted that under the ordinance as proposed the FAR requested [.66] would require that the second story addition fall under the increased setback requirements.

*

Ms. Anne Adam, 5359 Bindewald Road: Requested and received information regarding provisions for considering projects of greater than .6 FAR.

*

Ms. Anita Hall, 2414 West 236th Place, speaking for
Juanita Young, 2427 West 236th Place
Robert Rizzio, 2404 West 236th Place
Pat Brown, 2414 West 236th Street: Expressed appreciation for Council consideration of the needs of single-family homeowners.

*

Dr. Norman Kamai, 3622 West 171st Street: Opposed proposed ordinance changes as restricting growth and limiting freedom. He urged construction of better homes so that property values increase; recycling of areas; and progress for the City of Torrance.

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*

Ms. Lynitta Schaffer, 1632 Torrance Boulevard, speaking as President of the League of Women Voters of Torrance, supported the recommended changes as commensurate with the League's position which (1) supports land use appropriate to the zone, and (2) promotes land use decisions which relate to and protect the overall quality of the environment.

*

Ms. Fran Lyn Mauno, 2845 Onrado Street: Indicated full support of the recommendation of the Planning Commission.

*

Ms. Eilene Hawkins, 1303 Date Avenue: Noted opposition to restrictions and urged that the Council consider the right of private property owners to improve their property. Upon being questioned by Councilwoman Hardison, Ms. Hawkins advised that, although she had not desired construction of a 5,000 square foot unit adjacent to her property, she would not try to dissuade a private property owner from developing his land.

*

Mr. Edward Hurst, 22963 Walnut Avenue: Supported the recommendations before the Council.

*

Mr. James Turner, 2300 Maple Avenue #186 [under construction with his own large home on Cabrillo], also representing John and Sandi Shoeman, 3109 Antonio Street: Offered his opinion that the proposed ordinance would have a negative effect on existing homeowners' ability to remodel and on developers in the City. He recommended that the Council limit its concerns to setbacks and suggested that the ordinance, if adopted, should be on a temporary basis only.

*

Mr. Tommy May, 3406 West 226th Street: Recommended the FAR include garages.

*

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Mr. Ed Liebersbach, 2330 230th Place, President of the Southeast Torrance Homeowners Association: Urged acceptance of the ordinance but requested further consideration of side yard setbacks.

*

Mr. Larry Lepore, 22601 Iris Avenue: Opposed the ordinance and stated his opinion that notification to all R-1 property owners in the City of meetings on this subject should have been by mailings. Mayor Geissert explained the considerable cost involved [\$14,000 per mailing].

*

Ms. Pam O'Brien, 5005 Sepulveda Boulevard, a member of the Southwood Homeowners Board: Advised that the Board agrees with the compromise ordinance, but recommended, in addition, consideration of buildable lot area.

*

Ms. Helen McCune, 1207 Teri Avenue: Noted her own loss of sunlight because of a large home constructed on adjacent property.

*

Ms. Jackie Decker, 4824 Reese Road, President of the Seaside Homeowners: Urged increased setback requirements in consideration of neighbors.

*

Mr. George Porter, 4822 Bindewald Road: Requested that garages be excluded from the FAR and noted engineering difficulties in constructing a second story set back farther than the first.

*

Mr. Tom Yuge, 4535 Darien Street, also representing his brother who resides at 2443 West 239th Street: Stated that the houses need to be recycled and upgraded into larger homes and deemed the proposed changes to be too dramatic. He suggested consideration of setbacks and allowing a .6 FAR excluding a 2-car garage.

*

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Ms. Cynthia Logan, 2849 Onrado Street: Recommended a .6 FAR including all structures.

*

Mr. Mike Mauno, 2845 Onrado Street: Indicated concurrence with the proposed ordinance.

*

Mr. William Champlin, 4603 Darien Street: Accepted the ordinance as a good compromise, although he would have preferred one more restrictive in nature.

*

Mr. Sam Burescia, 2619 West 232nd Street: Deemed the proposed ordinance confusing and costly and urged the Council consider at least a 2-car garage excluded from a .6 FAR. In response to a question by Councilwoman Hardison, this speaker advised that a home he constructed at 1977 Reynosa Drive conformed with the temporary FAR but, in his opinion, would not conform with the proposed FAR.

*

Mr. Rick Gaunt, 2812 West 232nd Street: Noted preference for a 3-car garage and deemed the proposal an acceptable "meeting of the minds" for most builders and residents.

*

Ms. Eilene Hawkins, 1303 Date Avenue: Returned to the podium to request and receive clarification from staff regarding legal disclosure requirements.

* * *

There being no one else in the audience who wished to speak, Councilman Applegate moved to close the hearing. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

Council discussion ensued.

Councilman Applegate noted his wholehearted approval of the design features of the Reynosa Drive home earlier referenced by Councilwoman Hardison -- 3300 square feet, 3-car garage,

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sloping roof, substantial rear yard area, open front yard, attractive in appearance, etc., but expressed doubts that this structure could meet the standards proposed.

Observing the significance of garage area calculations as related to the FAR, Councilman Applegate advised that he could accept the standards as proposed with the exception of increasing the FAR to .65 including all structures.

Councilwoman Hardison concurred with Councilman Applegate's appraisal of the Reynosa Drive structure, noting that another feature which contributes to its conformity with the neighborhood is the fact that the design does not represent a total two stories.

Considerations of concern to Mrs. Hardison [to which she requested comments from staff] included...

- bulky 2-story homes built to within five feet of adjoining property -- a maximum size that would trigger a Precise Plan was recommended;
- the issue of buildable pads;
- figures comparing various FAR/garage combinations;
- analysis of small lot needs; and
- treatment for additions to existing homes.

Councilman Walker addressed his remarks to design and noted a concern that design standards not represent mediocrity. Increasing setback requirements for the second story [per staff's recommendation] was not desired by this Councilmember. Notification of all R-1 property owners in the City by mail was recommended by Mr. Walker.

His desire to personally observe examples of various construction standards prior to reaching a decision on this matter was expressed by Councilman Nakano.

Opposition to the "window of opportunity" between .6 and .7 FAR was expressed by Mayor Geissert, who noted her preference, at this point, for a Precise Plan requirement for anything over .65 FAR.

In response to an inquiry by Councilman Applegate, Planning Associate Pryor advised that the floor plan for homes of the same design as the one referenced on Reynosa Drive, for the most part, would all fall within the .65 FAR including garages.

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Continued discussion resulted in the following --

MOTION: Councilman Applegate moved to instruct staff to return in two weeks with an ordinance that would have a floor area ratio [FAR] of .65, and that would require a Precise Plan for anything over .65 FAR including garages. The motion was seconded by Councilman Mock.

Prior to roll call vote on the motion, Councilwoman Hardison advised of her desire to visit specific sites throughout the City for comparison purposes before making a decision.

Councilman Applegate suggested that concerns and alternative approaches might be considered at the time the redrafted ordinance is returned. Mayor Geissert directed that the current ordinance also be included in that agenda packet, thus providing a choice to the Council.

The above motion carried by way of the following roll call vote:

AYES: Councilmembers Applegate, Mock, Nakano and Mayor Geissert.

NOES: Councilmembers Hardison, Walker and Wirth.

Mayor Geissert noted that it is the intent of the Council that additional material addressing plans, sideyard setbacks, etc. be returned on September 5, along with the optional ordinances.

Councilman Nakano explained that, although he had indicated his desire to visit representative sites in the City prior to reaching a decision, he voted in favor of the above motion because two options are to be returned. He stressed that he will not necessarily support the modified ordinance when returned.

Planning Director Ferren announced that this continued hearing will not be readvertised -- the matter will be returned to Council on Tuesday, September 5, 1989, 5:30 p.m.

* * *

At 12:10 a.m., Mayor Geissert called a recess. The Council returned at 12:30 a.m.

* * *

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...Returning to regular agenda order...

15b. CUP 79-15 (MOD), PP 79-9 (MOD), THE TORRANCE COMPANY:

Mayor Geissert announced that this was the time and place for City Council consideration of a Councilmember appeal of a Planning Commission approval of a modification of a previously approved Conditional Use Permit and a modification of a previously approved Precise Plan of Development to allow construction of a 2900 seat, nine-screen theater facility in an existing satellite building of the Del Amo Fashion Center on property located in the C-3 zone at 3550 Carson Street. CUP 79-15 (MOD), PP 79-9 (MOD): THE TORRANCE COMPANY.

Proof of publication, provided by the City Clerk, was filed without objection.

Following his presentation of the staff report on this item, Sr. Principal Planner Gibson responded to Councilmembers' questions and concerns regarding parking provisions under the existing parking variance for the shopping center, location of parking, etc. Mr. Gibson advised that the Planning Commission and the Planning Department recommend denial of the appeal and approval of the project as conditioned by the Commission.

Mr. James Jones, The Torrance Company, #3 Del Amo Fashion Center, provided additional statistics regarding theater capacity and parking availability, and reassured the Council regarding the quality of the proposed project.

During the foregoing discussion, Councilwoman Hardison observed that there are certain parking areas for the mall which are overcrowded on high-use days. It was her hope that the parking utilization could be more evenly disbursed throughout the entire mall area in order to preclude serious problems in the future.

From the audience Ms. Pam O'Brien, 5005 Sepulveda Boulevard, voiced her personal concerns regarding the adequacy of safe parking to serve the proposed theater complex. Security for the parking structure during night-time theater patron use was questioned by Ms. O'Brien, who also recommended that total on-site parking for all uses [including employees] be reviewed.

Concerns regarding parking, security, access, etc. were also expressed by Ms. Eilene Hawkins, 1303 Date Avenue.

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Mr. Jones returned to the podium to address the quality and price of movies to be shown at this location; the issues of security controls, parking for theater use, lighting for the entire center, etc.

Responding to a suggestion by Councilman Applegate, Mr. Jones indicated concurrence with a general condition which would require the visibility of security personnel for all theaters at the Del Amo Center during late evening hours [after closure of the mall stores]. Following discussion of the matter, Police Chief Nash advised that his department will work with Mr. Jones and The Torrance Company in this regard.

Ms. Sue Herbers, 2264 West 230th Street, indicated concerns regarding pedestrian safety when crossing the service road [Del Amo Circle East] to gain access to the theater. Sr. Principal Planner Gibson advised that landscaping will be maintained so as to provide needed visibility for vehicular/pedestrian traffic.

There being no further audience comments, Councilman Applegate moved to close the hearing. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

MOTION: Councilman Applegate moved to deny the appeal and grant the project [CUP 79-15 (MOD) and PP 79-9 (MOD) THE TORRANCE COMPANY], modifying Condition #10 to read:

10. "That lighting shall be maintained during hours of darkness and that security personnel shall be visible in and around all parking areas and walkways."

The motion was seconded by Councilman Walker.

Prior to roll call vote on the motion, discussion turned to signing for the theater. Concerns were expressed by Mayor Geissert regarding the sign structure which is shown as some 62 feet in height on the elevations presented and the fact that this sign is oriented toward the residential neighborhood to the east.

During the ensuing discussion Mr. Jones pointed out that a condition of the original Conditional Use Permit on the subject building specifies that any renovation to the building shall be subject to approval of the Planning Director prior to issuance of a building permit. Mr. Jones advised that it was not his intent that the Council approve the height of the sign structure at this time.

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Planning Director Ferren proposed that the final elevation plan for this structure be shared with Councilmembers, with an opportunity for input to the Planning Department at that time. The Mayor reiterated her concerns and advised that she would like to see a modification to the height shown in materials submitted.

Roll call vote on the above motion was unanimously favorable.

RESOLUTION NO. 89-196

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A MODIFICATION OF A PREVIOUSLY APPROVED CONDITIONAL USE PERMIT TO ALLOW A 2900 SEAT, 9 SCREEN THEATER FACILITY IN AN EXISTING BUILDING OF THE DEL AMO FASHION CENTER ON PROPERTY LOCATED IN THE C-3 ZONE
AT 3550 CARSON STREET
CUP 79-15 (MOD): THE TORRANCE COMPANY

MOTION: Councilman Nakano moved to adopt Resolution No. 89-196 AS AMENDED. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

RESOLUTION NO. 89-197

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE, CALIFORNIA, APPROVING A MODIFICATION OF A PREVIOUSLY APPROVED PRECISE PLAN OF DEVELOPMENT AS PROVIDED FOR IN DIVISION 9, CHAPTER 6, ARTICLE 2 OF THE TORRANCE MUNICIPAL CODE TO ALLOW A 2900 SEAT, 9 SCREEN THEATER FACILITY IN AN EXISTING BUILDING OF THE DEL AMO FASHION CENTER ON PROPERTY LOCATED IN THE C-3 ZONE
AT 3550 CARSON STREET
PP 79-9 (MOD): THE TORRANCE COMPANY

MOTION: Councilman Nakano moved to adopt Resolution No. 89-197 AS AMENDED. His motion, seconded by Councilwoman Hardison, carried by unanimous roll call vote.

* * *

At 1:31 a.m. the City Council convened in joint session with the Torrance Financing Authority. During this joint session, the following Council agenda item was considered.

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15c. TAX EQUITY AND FISCAL RESPONSIBILITY ACT OF 1982
[TEFRA] HEARING:

Mayor Geissert announced that this was the time and place for the public hearing on the proposed issuance by the Redevelopment Agency of the City of Torrance as required by the Tax Equity and Fiscal Responsibility Act [TEFRA] of 1982, and the Internal Revenue Code of 1986.

In response to a question from the Mayor, City Clerk Bramhall affirmed that this hearing has been duly advertised.

ooo

At this point Councilman Nakano announced that, on the advice of the City Attorney, he will abstain from consideration of this item. Mr. Nakano then departed from the Council Chambers.

ooo

At the request of Mayor Geissert, Finance Director Giordano provided a brief overview of this agenda item [per written material of record] with the following...

RECOMMENDATION:

The Finance Director and the City Attorney recommend that your Honorable Body hold the public hearing, determine to issue the bonds, and adopt a Resolution authorizing the Redevelopment Agency to issue Industrial Redevelopment Tax Allocation Bonds, Series 1989 in an amount not to exceed \$35,000,000.

There was no response to the Mayor's invitation for audience input, nor was there to her invitation for Council discussion.

MOTION: Councilman Applegate moved to close the public hearing. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable [Councilman Nakano ABSTAINED].

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RESOLUTION NO. 89-198

RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF TORRANCE, CALIFORNIA, APPROVING
THE ISSUANCE BY THE REDEVELOPMENT AGENCY
OF THE CITY OF TORRANCE OF ITS INDUSTRIAL
REDEVELOPMENT PROJECT TAX ALLOCATION
REFUNDING BONDS, SERIES 1989 AND MAKING
CERTAIN DETERMINATIONS RELATING THERETO

MOTION: Councilman Applegate moved to adopt Resolution
No. 89-198. His motion, seconded by Councilman Mock, carried by
unanimous roll call vote [Councilman Nakano ABSTAINED].

ooo

Councilman Nakano returned to Chambers at this time.

ooo

At 1:35 a.m., the meeting of the Torrance Financing
Authority was formally adjourned, and the City Council meeting of
this date continued.

* * *

15d. RECOMMENDED CHANGES TO R-1 DEVELOPMENT STANDARDS:

See Pages 22 - 30.

17. ADMINISTRATIVE MATTERS:

17a. AWARD OF CONTRACT for the Procurement of a Telephone
Facilities Management System
Reference: Bid No. B89-47
Anticipated Expenditure: \$27,865.73.

RECOMMENDATION:

It is the recommendation of the Information Systems Department and
the Purchasing Division that Your Honorable Body award a contract
to the lowest responsible bidder, XTEND Communications of
Sausalito, California, in the amount of \$27,865.73 for the

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purchase of XTEND Telephone Facilities Management Software for the management of the City's telephone system to store and report on call detail records for production of usage and cost reports, to prepare accurate communication budgets and the City employee directory, to provide the ability to analyze phone traffic, justify lower cost lines, fine tune networks through traffic engineering, inventory and monitor all equipment plus automate a comprehensive work order and trouble ticket system. The Telephone Facilities Management software would consist of the following modules:

XTEND Call Detail Reporting System	\$10,990.00
XTEND Traffic Engineering	925.00
XTEND Printed Directory	1,300.00
XTEND Equipment Inventory	3,450.00
XTEND Cable Management	3,500.00
XTEND Service Order/Repair Log	4,000.00
Installation & Training Including expenses	<u>2,000.00</u>
for a total of	26,165.00
Plus sales tax for a total amount of	\$27,865.73

MOTION: Councilman Wirth moved to concur with the staff recommendation on Agenda Item 17a. His motion was seconded by Councilman Walker and roll call vote was unanimously favorable.

17b. PARKING AGREEMENT/ATRIUM LEASE, SKYPARK DRIVE:

RESOLUTION NO. 89-199

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE APPROVING AN AGREEMENT BETWEEN THE FEDERAL AVIATION AGENCY, THE CITY OF TORRANCE AND RPR ASSOCIATES, REGARDING PARKING ON AIRPORT PROPERTY

MOTION: Councilman Nakano moved to adopt Resolution No. 89-199. This motion, seconded by Councilman Walker, was unanimously approved by roll call vote.

* * *

At 1:36 a.m., the City Council recessed and reconvened as the Redevelopment Agency of the City of Torrance. The meeting of the Redevelopment Agency was adjourned at 1:37 p.m.

* * *

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22. ORAL COMMUNICATIONS:

22a. Due to the lateness of the hour, City Attorney Nelson advised that all executive session items on tonight's agenda could be deferred. There was no objection from the Council.

22b. Councilman Applegate requested that the median at Anza and Pacific Coast Highway be inspected and remedial action taken.

22c. Councilwoman Hardison concurred with comments of Ms. Sue Herbers [Page 32 of these minutes] regarding traffic problems caused by growth of landscaping at Plaza Del Amo and Del Amo Circle East, and she requested that staff investigate the matter.

22d. Councilman Wirth requested an updated schedule on the General Aviation Center and Fine Arts facility. City Manager's staff will follow through.

22e. Councilman Wirth requested an agenda item regarding the Torrance Boulevard traffic study providing background information and soliciting Council approval before moving forward on the study.

22f. Councilman Wirth expressed appreciation for a recent tour of the Torrance Airport.

22g. Mayor Geissert congratulated Daily Breeze/Los Angeles Times reporters Janet Rae-DuPree and Hugo Martin for recent career advancements.

22h. Mayor Geissert extended commendations to Parks and Recreation Department employees for the recent Aquacade, and to Fire Department personnel for their handling of a fire incident in the downtown Torrance area.

22i. Mayor Geissert congratulated Councilman Wirth for a recent achievement by his son, Matt.

22j. Mr. Timothy Beck, 3922 West 176th Street, advised that he was present to observe this meeting as a member of the Library Commission.

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23. EXECUTIVE SESSION:

23a. EXECUTIVE SESSION MATTERS:

Deferred - See Item 22a, Page 37.

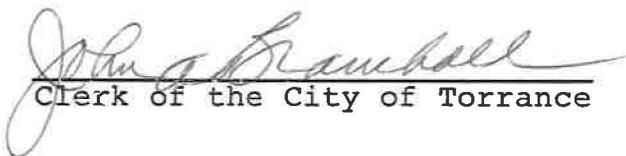
24. ADJOURNMENT:

At 1:42 a.m. [Wednesday, August 23, 1989] the August 22 meeting of the City Council was formally adjourned to Tuesday, August 29, 1989, 5:30 p.m.

#



Mayor of the City of Torrance



Clerk of the City of Torrance

Peggy Lavery
Minute Secretary

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