

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071



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Filed: 6/20/02
180th Day: 12/17/02
270th Day: 3/17/03
Staff: MS-LB *JB*
Staff Report: 9/16/02
Hearing Date: September 10, 2002
Commission Action:

STAFF REPORT: REGULAR CALENDAR**APPLICATION NUMBER:** 5-02-134**APPLICANT:** City of Redondo Beach

PROJECT LOCATION: Intersection of Pacific Coast Highway (PCH), Herondo Street (190th Street) and Catalina Avenue, Redondo Beach (Los Angeles County)

PROJECT DESCRIPTION:

Extension of Catalina Avenue to the north by 1,500 linear feet connecting it to the intersection of Pacific Coast Highway, Herondo Street (190th St.) and Catalina Avenue in the City of Redondo Beach. Landscaping, sidewalk, signal improvements and removal of an existing entryway arch, sign and picnic bench are also proposed.

LOCAL APPROVALS RECEIVED:

1. City Council approval of proposed FY 2000/05 Capital Improvement Program, June 20, 2000
2. City Council adopted FY 2001/06 Five-Year Capital Improvement Program, June 19, 2001
3. City Council approval of FY 2002/03 proposed budget and proposed Five-Year Capital Improvement Program 2002/2007, June 18, 2002

SUBSTANTIVE FILE DOCUMENTS:

1. City of Redondo Beach Land Use Plan
2. Heart of the City Environmental Impact Report, March 19, 2002
3. Chronology Catalina/PCH Intersection Improvement Project, received August 13, 2002 (Outline - Exhibit 1)

SUMMARY OF STAFF RECOMMENDATION:

Staff is recommending that the Commission grant a coastal development permit for the proposed development with special conditions relating to public access and water quality.

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION: *I move that the Commission approve Coastal Development Permit No. 5-02-134 pursuant to the staff recommendation.*

STAFF RECOMMENDATION OF APPROVAL:

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

RESOLUTION TO APPROVE THE PERMIT:

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. STANDARD CONDITIONS:

1. Notice of Receipt and Acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be

pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.

3. Interpretation. Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.
4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. SPECIAL CONDITIONS

1. Erosion and Drainage Control

- A. **PRIOR TO ISSUANCE OF THE PERMIT AMENDMENT**, the applicant shall submit for the review and approval of the Executive Director, an Erosion and Drainage Control Plan for the post-construction project site, prepared by a licensed water quality professional, and shall incorporate structural and non-structural Best Management Practices (BMPs) designed to reduce, to the maximum extent practicable, the volume, velocity and pollutant load of storm water and nuisance flow leaving the developed site. The plan shall be in substantial conformance with the following requirements:
 1. BMPs shall include the use of trash grates and vegetated swales to treat and infiltrate runoff.
 2. The erosion and drainage control measures shall be required to be in place and operational on the project site such that the goals stated in Section (a) are carried out and maintained throughout the development process to minimize erosion and sediment from the runoff waters during construction and thereafter.
- B. The permittee shall undertake development in accordance with the approved final plans. Any proposed changes to the approved final plans shall be reported to the Executive Director. No changes to the approved final plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is legally required.

2. Construction BMPs

The permittee shall comply with the following construction-related requirements:

- (a) Best Management Practices (BMPs) and Good Housekeeping Practices (GHPs) designed to prevent spillage and/or runoff of construction-related materials, and to contain sediment or contaminants associated with construction activity, shall be implemented prior to the on-set of such activity;
- (b) No construction materials, debris, or waste shall be placed or stored where it may enter a storm drain or be subject to tidal erosion and dispersion;
- (c) All trash and debris shall be disposed in the proper trash or recycling receptacle at the end of every construction day.
- (d) Construction debris and sediment shall be properly contained and secured on site with BMPs, to prevent the unintended transport of sediment and other debris into coastal waters by wind, rain or tracking. All stock piles and construction materials shall be covered, enclosed on all sides, shall be located as far away as possible from drain inlets and any waterway, and shall not be stored in contact with the soil;
- (e) Construction debris and sediment shall be removed from construction areas as necessary to prevent the accumulation of sediment and other debris which may be discharged into coastal waters. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day;
- (f) The discharge of any hazardous materials into any receiving waters shall be prohibited;
- (g) A pre-construction meeting should be held for all personnel to review procedural and BMP/GHP guidelines;
- (h) All BMPs shall be maintained in a functional condition throughout the duration of the project.
- (i) Debris shall be disposed at a legal disposal site or recycled at a recycling facility. If the disposal site is located in the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place unless the Executive Director determines that no amendment or new permit is required.

3. Encroachment Permit

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall submit to the Executive Director for review and approval, evidence of an encroachment permit or exemption from **California Department of Transportation**. The encroachment permit or exemption shall evidence the ability of the applicant to develop **in connection with Pacific Coast Highway, a state highway**, as conditioned herein. The applicant shall inform the Executive Director in writing of any changes to the project required by the **California Department of Transportation**. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal

development permit, unless the Executive Director determines that no amendment is required.

4. City of Redondo Beach Approval:

PRIOR TO ISSUANCE OF THE COASTAL DEVELOPMENT PERMIT, the applicant shall provide to the Executive Director evidence of local government approval of the proposed project in the form of a copy of a permit issued by the appropriate approval authority of the **City of Redondo Beach**, or letter of permission, or evidence that no permit or permission is required. The applicant shall inform the Executive Director in writing of any changes to the project required by the **City of Redondo Beach** approval. Such changes shall not be incorporated into the project until the applicant obtains a Commission amendment to this coastal development permit, unless the Executive Director determines that no amendment is legally required.

5. Timing of Construction

By acceptance of this permit, the applicant agrees to minimize adverse impacts to public use of PCH/Catalina Avenue at the PCH, Herondo (190th St.) and Catalina Avenue intersection resulting from construction activities as required below:

- (A) For the period starting the day before the Memorial Day weekend (Friday) and ending on Labor Day of any year, no construction shall occur.
- (B) Construction shall occur only during the period starting the day after Labor Day and ending the day before the Memorial Day weekend of any year (Thursday). The existing southbound right-turn lane on PCH to Catalina Avenue shall remain open for the public during construction. In the event that the existing pedestrian walkways cannot remain open for public use during construction, a detour route shall be provided.

IV. FINDINGS AND DECLARATIONS:

The Commission hereby finds and declares:

A. Project Description and History

The City of Redondo Beach proposes to extend Catalina Avenue to the north by adding 1,500 linear feet of roadway, connecting it to the intersection of Pacific Coast Highway, Herondo Street (190th St.) and Catalina Avenue in the City of Redondo Beach (Exhibit 2 and 6). Landscaping, sidewalk, signal improvements and removal of an existing entryway arch, sign and picnic bench are also proposed.

According to the project description submitted by the city engineer on May 1, 2002 and August 13, 2002 (Exhibit 3, p.3), the proposed project consists of demolition and removal

of the following: existing asphalt pavement; sidewalk, curb and gutter; and existing landscaping. An existing entryway arch, sign and picnic bench will also be removed. An existing Caltrans traffic control storage structure (approximately 100 square-feet) is to be relocated. However, it has not been decided whether it will be relocated underground or moved to another spot on the City-owned property. Construction of the new roadway will include a new five-foot wide sidewalk, new ADA ramps, new curb and gutter; a new 15-foot wide asphalt roadway and other road improvements; installation of new landscaping; striping on PCH to remove the existing southbound right-turn lane to Catalina Avenue.

As described above the project is located at the intersection of Pacific Coast Highway, Herondo Street (190th Street), and Catalina Avenue. The proposed development is located in the northern most portion of the City of Redondo Beach, to the northeast of the Redondo Beach power plant (Exhibit 4). Construction is to begin in September 2003, following Labor Day and will take approximately six months to complete. The City proposes minimal impacts to vehicle and pedestrian traffic during construction. The applicant proposes and Special Condition 5 ensures that the existing southbound PCH right-turn lane to Catalina Avenue and the existing 190th Street left-turn lane to PCH will remain in use during construction. Traffic will be diverted to avoid construction activities (especially at the ends of the new roadway) and pedestrians will be detoured from using the sidewalk on the west side of PCH between Herondo Street and Catalina Avenue. The applicant assures that all traffic control methods will conform to the latest edition of the state publication *Work Area Traffic Control Handbook*.

The City of Redondo Beach has a certified LUP (June 18, 1981). The City does not have a certified Implementation Program. On April 11, 2002 the City submitted a land use plan amendment and implementation ordinance relating to the Pier-Harbor area, power generating plant site, and North Catalina Avenue corridor. On July 2, 2002 the Redondo Beach City Council formally adopted resolutions repealing their Heart of the City Specific Plan and associated General Plan amendments that had also been submitted to the Coastal Commission. But the amendments to the Coastal Land Use Plan and LCP implementing ordinance mentioned above, have not been repealed and are still pending. According to the Redondo Beach City Engineer, the proposed project was established prior to the drafting of Heart of the City Specific Plan but was included in the plan because of the location at the northeast corner of the Heart of the City program area (Exhibit 3, p.1 & 4). The project did receive approval as part of the City's five-year Capital Improvement Program and was awarded funding from the Metropolitan Transportation Authority for the fiscal year 2003/04 (Exhibit 5). The proposed road improvement is before the Commission independently of Heart of the City.

B. Public Access and Recreation

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public

safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30210 requires that maximum access to the coast be provided. Section 30223 requires the reservation of upland areas that are necessary to support coastal recreation. The project will allow more efficient travel through the intersections of PCH/Herondo Street and PCH/Catalina Avenue. According to the Project Study Report dated June 23, 2000 and the traffic survey included in the Heart of the City Final Environmental Impact Report (EIR) dated March 19, 2002, the two intersections are congested during the morning and afternoon rush hours and on summer weekends with travelers driving to the beaches and harbors. The existing Level of Service (LOS), which is a qualitative description of an intersection's performance based on the average delay per vehicle, for the two intersections are F (PCH/Herondo) and D (PCH/Catalina) during peak weekday hours (Heart of the City Final EIR, March 2002) (Exhibit 7). According to the traffic study, LOS A, B, C and D are considered excellent to satisfactory service levels. LOS F, which means congested or overloaded conditions with extremely long delays, is considered unacceptable (Exhibit 8). With the proposed improvement, the LOS for both intersections is expected to improve to a Level of Service C and B, respectively.

PCH is the only major arterial street that runs north and south through the South Bay cities. Currently the slow, right-turn movement at PCH and Catalina is caused by westbound southbound traffic funneling to enter Catalina Avenue just south of the PCH/190th Street intersection. Catalina Avenue is a main access route to the City's shoreline and beach recreational amenities. The applicant contends that allowing southbound vehicles to tap off of PCH, instead of turning for their entry onto Catalina Avenue will reduce congestion. The project is designed to reduce congestion on Pacific Coast Highway during peak commuter hours and it will serve to improve vehicular access to the coast on weekends as well. The project also includes a 5-foot wide pedestrian walkway on both sides of the new road. Those lanes will merge with the existing pedestrian walkways on Catalina Avenue and Pacific Coast Highway.

As mentioned previously and as required in Special Condition 5, construction will occur during the fall and winter months, avoiding disruption to weekend summer traffic when travelers are heading to the beaches and harbors. In order to avoid major impacts during construction for vehicles and pedestrians, the applicant proposes and Special Condition 5 requires that the existing right-turn lane on PCH remain open and pedestrians be offered a temporary detour route. The proposed project not only reduces traffic congestion, it will enhance public access to the beach, recreational facilities and visitor serving areas served by Pacific Coast Highway (State Highway 1). The proposed project as conditioned is consistent with the recreation and access policies of the Coastal Act.

C. Erosion and Drainage Control

Section 30230 of the Coastal Act states:

Marine resources shall be maintained, enhanced, and, where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231 of the Coastal Act states:

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of groundwater supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

Section 30230 of the Coastal Act states that marine resources shall be maintained, enhanced and restored when possible. Section 30231 of the Coastal Act states that the biological productivity of coastal waters, streams, wetlands, estuaries and lakes shall also be maintained, enhanced and restored when possible. The principal concern here is runoff from the project site after construction. Runoff will flow into the City of Redondo Beach's storm drain system and will ultimately drain into the Pacific Ocean. Polluted runoff negatively affects both marine resources and the public's ability to access and enjoy coastal resources. Therefore, to lessen the potential for pollutants to enter the storm drain system at the subject site, the Commission imposes Special Conditions 1 and 2, related to water quality during and following construction. By implementing the conditions, the project will be in compliance with Sections 30230 and 30231 of the Coastal Act.

D. Encroachment Permit

The City of Redondo Beach proposes to remove an existing slower ninety-degree turning lane on Pacific Coast Highway, a state highway, and construct a fifth southbound lane that will run southwest across city-owned property to merge with Catalina Avenue (Exhibit 6). The California Department of Transportation (Caltrans) is requiring the applicant to obtain an encroachment permit from the California Department of Transportation for the work proposed on Pacific Coast Highway prior to construction. According to Caltrans, any time work is done on Caltrans property including but not limited to a new access way on PCH or any change to topography, an encroachment permit is required. The Coastal Commission is imposing a prior to issuance special condition requiring the applicant to

submit to the Executive Director proof of this permit. Any changes incorporated into the project by Caltrans must be reported to the Executive Director by the applicant in the form of an amendment application unless the Executive Director determines that an amendment is not necessary.

E. Local Approval

Pursuant to Section 13053(a)(1) of the California Code of Regulations, the executive director can waive the requirement for preliminary approval by local governmental agencies. This section states:

(a) The executive director may waive the requirement for preliminary approval by other federal, state or local governmental agencies for good cause, including but not limited to:

(1) The project is for a public purpose;

The executive director concurs with the applicant that the proposed project serves a public purpose, by relieving congestion at the intersection of PCH and Herondo Street (190th Street) in City of Redondo Beach. At the local level, this proposed project received approval by City Council as part of a five-year capital improvements program (Exhibits 9 & 10) and it was included in the fiscal year 2002/03 proposed budget, which was accepted by City Council on June 18, 2002 (Exhibit 10). The project has not received individual approval, only as part of a much larger plan that includes many separate projects. According to the Engineering office and the Department of Planning, no further local approval is necessary. However, some community members believe that the proposed project still needs separate approval because it was an improvement included in the Heart of the City Plan, which was rescinded. Therefore, the Commission imposes Special Condition 4 requiring the City to provide to the Executive Director a copy of a permit issued by the appropriate approval authority of the City of Redondo Beach, if in fact one is still necessary, prior to issuance of this coastal development permit or evidence that no permit or permission is required. The executive director also finds that time constraints on funding (available in fiscal year 2003/04) for the project provides "good cause" to move forward with the coastal development permit application prior to further local government approval (Exhibit 3, p.2 & Exhibit 5).

F. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a Coastal Development Permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program, which conforms with Chapter 3 policies of the Coastal Act:

(a) Prior to certification of the Local Coastal Program, a Coastal Development Permit shall be issued if the issuing agency, or the Commission on appeal, finds

that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a Coastal Development Permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

Redondo Beach has a certified Land Use Plan, but does not have a certified Local Implementation Plan (LIP). The project site is a public right-of-way in the certified LUP. The proposed project, as conditioned, is consistent with the public access, recreation and marine resource policies of the current certified LUP, allowing the development of road improvements. Therefore, approval of this project as conditioned would not prejudice the City's ability to prepare a Local Coastal Program consistent with the policies of Chapter 3 of the Coastal Act, as required by Section 30604(a).

G. California Environmental Quality Act

Section 13096 of the Commission's regulations requires Commission approval of Coastal Development Permit applications to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available, which would substantially lessen any significant adverse effect, which the activity may have on the environment.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized and there are no feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse impact that the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

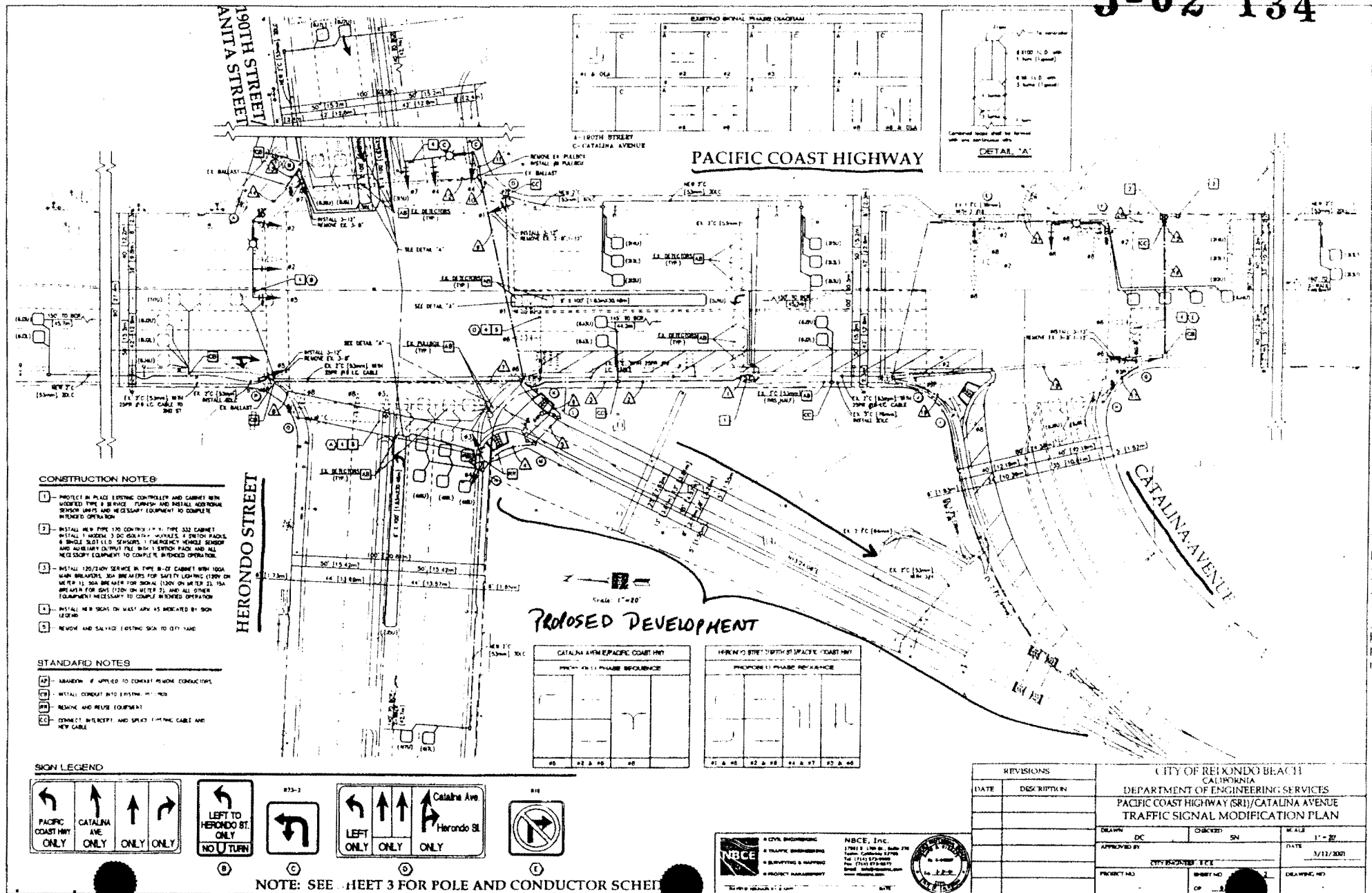
CHRONOLOGY CATALINA/PCH INTERSECTION IMPROVEMENT PROJECT

- 05/25/00:** Public Works Commission approved the proposed FY00/05 5-Year CIP on agenda item 7B unanimously. Catalina/PCH Intersection Improvement project was included in the 5-Year CIP. (Exhibit 01)
- 06/20/00:** Staff report to City Council to express the support from Public Works Commission of the proposed FY00/05 CIP projects. (Exhibit 02)
- 06/20/00:** City Council approved Agenda Item 15 designating PCH as a major arterial. (Exhibit 03)
- 06/20/00:** City Council approved the proposed FY00/05 CIP proposal unanimously. The Catalina/PCH Intersection Improvement project was listed on page 178 of the CIP projects proposal. (Exhibit A)
- 06/23/00:** Letter and a draft Project Study Report (PSR) from William Meeker, Planning Director, to Caltrans for its review and support of the Catalina/PCH Intersection Improvement project. (Exhibit B)
- 07/19/00:** Letter from Douglas Failing, Caltrans District 7 Deputy Chief, in favor of the proposed project but request detailed PSR. (Exhibit C)
- 07/20/00:** Planning Commission found FY00/05 5-Year CIP in consistent with the Redondo Beach General Plan. (Exhibit C-1)
- 09/19/00:** City Council approved to appropriate \$59,875 to fund Catalina/PCH Intersection Improvement project and to award NBCE, INC. a consulting firm to engage the study and design for preparing a detailed PSR preparation. (Exhibit D)
- 12/19/00:** Letter and five copies of PSR include the followings: 1) Preliminary Environmental Study (PES), 2) Categorical Exemption Determination Form, 3) Programmatic Categorical Exclusion Form, 4) City of Redondo Beach Environmental Study, 5) Location Figures, 6) PSR were forwarded to Caltrans for to review. (Exhibit E)
- 01/12/01:** Caltrans letter for minor revisions. (Exhibit F)
- 01/25/01:** Submitting this project to MTA for funding application.
- 05/22/01:** City Council and Budget & Finance Commission held joint public meeting to discuss the FY01/06 5-Year CIP. (Exhibit G)

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- 06/05/01: City Council held a public hearing and adopt the FY01/06 5-Year CIP on 6/19/01. The Catalina/PCH Intersection Improvement project was a stand along project listed on page 68-69 of the CIP attachment. (Exhibit H)
- 06/21/01: Planning Commission found FY01/06 5-Year CIP in consistent with the Redondo Beach General Plan. (Exhibit I)
- 07/26/01: MTA Board approved the funding of this project.
- 08/07/01: Staff report to the City Council on the MTA Board approval of \$1,047,000 for this project as part of the 2001 Call for Projects. Staff also recommended expediting the MTA funding from scheduled FY04/05 to earlier year. The staff report was approved on consent. (Exhibit J)
- 08/16/01: Formal notification from MTA regarding the approval of funding for this project. (Exhibit K)
- 09/27/01: Public Works Commission discussed the proposed Heart of the City related projects. It was listed as Agenda Item 7A presented by William Meeker, Planning Director. Since there were many projects involving the Heart of the City plan, the focus was on the location of strand/bikepath. The Catalina/PCH Intersection Improvement project is at the edge of the Heart of the City plan area therefore it was briefly mentioned as Topic 13 on page 9 of the meeting minutes. (Exhibit L)
- 04/30/02: Application for Coastal Development Permit was submitted. (Exhibit M)
- 05/02/02: "Notice of Pending Permit" posters were posted on proposed project site. (Exhibit N)
- 05/30/02: Public Works Commission reviewed the proposed FY02-07 5-Years CIP projects and the funding for FY02/03 CIP projects that was listed as Agenda 7. The Catalina/PCH Intersection Improvement project was listed on page 4 of the staff report. During the meeting, this project had been discussed – see attached minutes on page 4 – and the CIP proposal was approved unanimously. (Exhibit O)
- 06/18/02: City Council held a public hearing to discuss the funding of proposed Capital Improvement Projects for FY02/03 in the 02-07 Proposed 5-Years CIP. The Catalina/PCH Intersection Improvement project was listed on page 60 of the CIP projects. After public hearing, City Council approved the proposed CIP. (Exhibit P)
- 06/20/02: Planning Commission found FY02/07 5-Year CIP in consistent with the Redondo Beach General Plan. (Exhibit Q)

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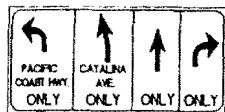
STRIPING NOTES

1. REMOVE EXISTING CONFLICTING STRIPING AND LEGENDS BY SANDBLASTING OR APPROVED PROCESS.
2. PAINT 12" SOLID WHITE CROSSBARS PER CALTRANS STD. PLAN A246, AT SPECIFIED APPROACHES.
3. APPLY STOP LANE LINE (EXTENSION WITH TYPE "A" MARKERS PER CALTRANS STD. PLAN A250, DETAIL 10A).
4. PAINT 4" WHITE RIGHT EDGE LINE PER CALTRANS STD. PLAN A208, DETAIL 27.
5. PAINT 8" WHITE CHANNELIZING LINE WITH TYPE "C" MARKERS PER CALTRANS STD. PLAN A200, DETAIL 36.
6. PAINT INDICATED PAVEMENT LEGEND PER CALTRANS STD. PLANS A211A-A214.
7. JOIN EXISTING STRIPING.

SIGN NOTES

1. INSTALL SIGNS ON EXISTING POST OR POLE.
2. REMOVE AND RELOCATE EXISTING SIGNS AND POST OR POLE.
3. INSTALL SIGNS AND POST OR POLE.
4. REMOVE SIGNS FROM POST OR POLE.

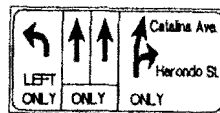
SIGN LEGEND



A



B



C



D



E



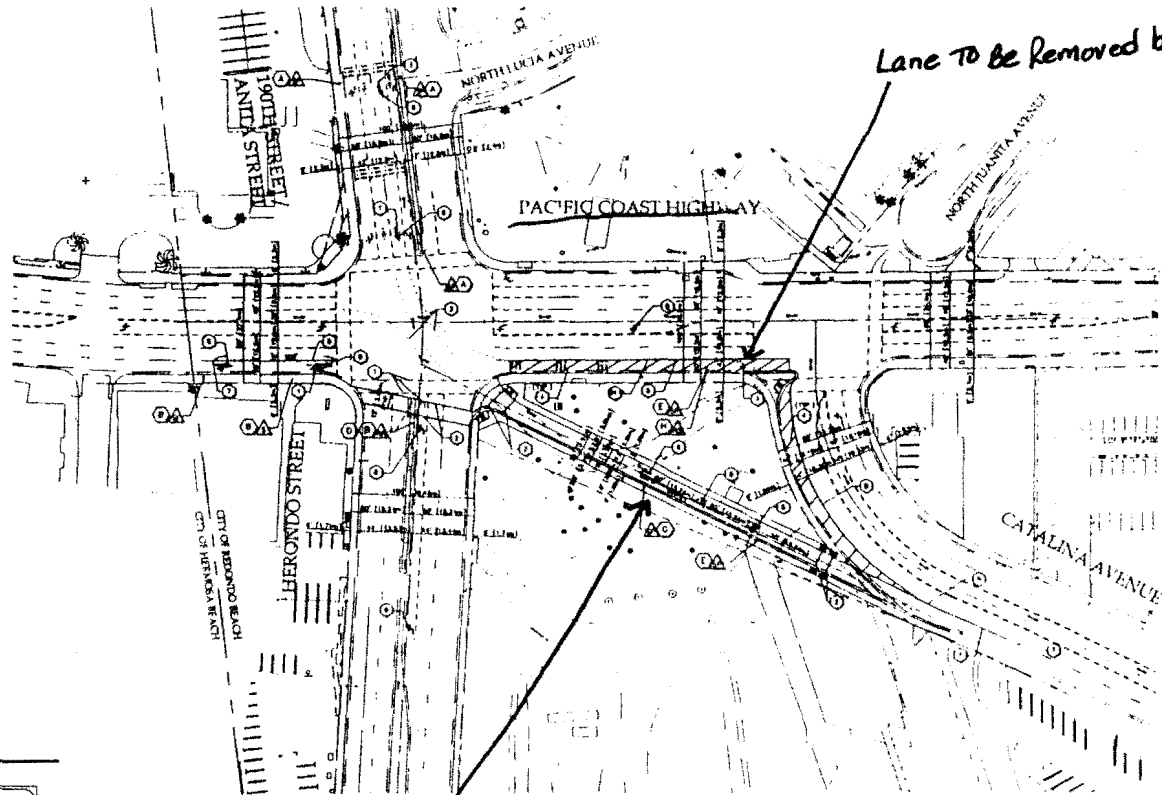
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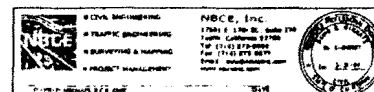
H



New Southbound Lane



Scale: 1" = 40'



REVISIONS		CITY OF HERONDO BEACH	
DATE	DESCRIPTION	CALIFORNIA	
		DEPARTMENT OF ENGINEERING SERVICES	
		PACIFIC COAST HIGHWAY (SR) / CATALINA AVENUE	
		SIGNING AND STRIPING PLAN	
DRAWN BY	IN	PROJECT NO.	DATE
APPROVED BY			11/12/2011
PROJECT MGR		PROJECT MGR	DATE



**Engineering and Building
Services Department**

415 Diamond Street, P.O. Box 270
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fax 310 374-4828

August 13, 2002

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South Coast Area Office

AUG 13 2002

CLERK OF THE
COASTAL COMMISSION

Ms. Melissa Stickney
Coastal Program Analyst
California Coastal Commission
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302

**SUBJECT: PCH/Herondo Street and PCH/Catalina Intersections Road
Improvement Coastal Development Permit Application No. 5-02-13**

Dear Ms. Stickney:

Attached is the information you requested in your letter dated August 2, 2002. Also included is a copy of the Chronology of the Catalina/PCH Intersection Improvement project for your review. As you will see, this project was established to improve traffic congestion at this intersection long before Heart of the City was proposed. It became part of Heart of the City due to its location at the northeast corner of the Heart of the City program area.

Please note that Commissioner Francois had an opportunity to review and discuss this improvement project (see Exhibit L, Topic 13, on page 9 of the September 27, 2001 Public Works Commission meeting minutes). He merely expressed his preference of preserving the current sign at the intersection and later voted in favor of the FY 01-06 CIP which included this project.

It is totally misleading for opponents of Heart of the City to oppose this project. Failure to make traffic improvements at this intersection will result in congestion only getting worse whether or not the Heart of the City program is undertaken. Furthermore, City staff made considerable effort to obtain endorsement from Caltrans, thus receiving a million dollars in funding from the MTA. If we fail to complete this improvement project, we will not only lose these hard-to-obtain funds, but may never again have the opportunity to do something to relieve traffic congestion at this intersection.

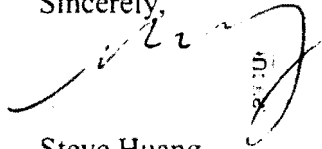
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Ms. Melissa Stickney
August 14, 2002
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Pending approval by the Coastal Commission, this project has been set to move into the construction phase in September, 2003. The MTA has agreed to accelerate funding from FY04/05 to 2003. Your assistance in obtaining approval of this project would be most appreciated!

If you have any further questions about the project, or need any additional information, please do not hesitate to contact me.

Sincerely,



Steve Huang
City Engineer/Chief Building Official

Enclosures

cc: Louis N. Garcia, City Manager (letter only)
Randy Berler, Senior Planner (letter only)

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**Pacific Coast Highway/Herondo Street and
Pacific Coast Highway/Catalina Intersection Improvement
Coastal Development Permit Application No. 5-02-134**

1. Project Description

The City proposes to establish a five-point intersection by creating a southbound street beginning at the existing intersection of Pacific Coast Highway (PCH) and Herondo Street (State Route 1, Post Mile 20.6). The new street will merge with Catalina Avenue just southwest of the existing PCH/Catalina Avenue intersection. The ninety-degree right-turn lane from PCH to Catalina Avenue will be removed using striping and signage.

Construction is scheduled to begin in September, 2003, and will take approximately six months to complete. Specific construction activities will include:

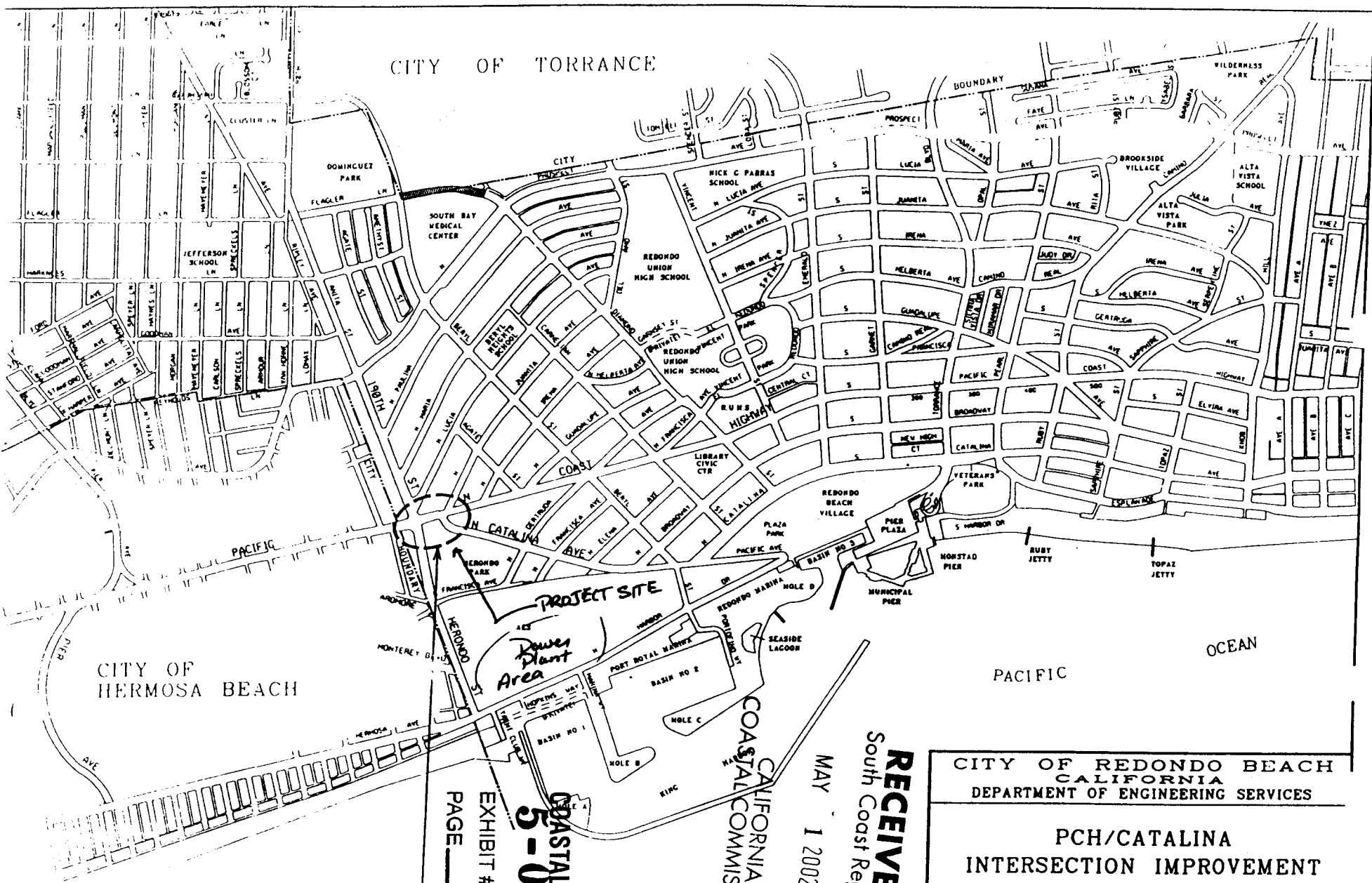
- Demolition and removal of existing asphalt pavement,
- Demolition and removal of existing sidewalk, curb and gutter
- Demolition and removal of existing landscaping
- Demolition of existing Caltrans building
- Removal of existing entryway arch, sign, and picnic bench
- Installation of base
- Construction of approximately 12,100 S.F. of new sidewalk (5'-wide)
- Construction of new ADA ramps
- Construction of approximately 1,500 L.F. of new curb and gutter
- Construction of approximately 1,500 L.F. new asphalt roadway (15'-wide)
- Construction of new Caltrans building
- Installation of new landscaping
- Relocation of existing street light
- Removal and/or relocation of traffic signals
- Installation of new signal controller equipment
- Upgrade of traffic signals
- Striping on new roadway
- Striping on PCH to remove the existing southbound right-turn lane to Catalina
- Removal and/or relocation of existing signs
- Installation of new signs on PCH, 190th St., Herondo St., and Catalina Ave.

Impacts to vehicle and pedestrian traffic can be mitigated. Traffic will be diverted or detoured to avoid construction activities, especially at either end of the proposed roadway. The existing south bound right-turn lane from PCH to Catalina Avenue will remain in use during construction, as will the existing left turn lane on 190th Street to PCH. Pedestrian traffic will be detoured from using the sidewalk on the west side of PCH between Herondo Street and Catalina Avenue. All traffic control methods will conform to the latest edition of the Work Area Traffic Control Handbook.

2. Reduced Plans

Please find enclosed 8 1/2 x 11" plans reduced from the full-size set as requested.

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PAGE 3 OF 3



PROJECT LOCATION

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EXHIBIT # 4
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South Coast Region
MAY 1 2002

FIGURE 1

CITY OF REDONDO BEACH CALIFORNIA DEPARTMENT OF ENGINEERING SERVICES			
PCH/CATALINA INTERSECTION IMPROVEMENT			
DRAWN SC	CHECKED JM	SCALE NTS	
APPROVED BY CITY ENGINEER - R.C.E.		DATE 6/2000	
PROJECT NO.	SHEET NO. OF	DRAWING NO. SHEETS	

Item IV. 6.



April 2, 2002

Metropolitan
Transportation
Authority

One Gateway Plaza
Los Angeles, CA
90012-2952

Mr. Louis N. Garcia
City Manager
City Of. Redondo Beach
415 Diamond St.
Redondo Beach, CA 90277-0270

Dear Mr. Garcia

RE: Pacific Coast Highway/Catalina Ave. Intersection Improvement Project

This is in response to your April 3, 2002 letter requesting that MTA assist in accelerating funding for the above project to FY 2003/04. As you are aware, MTA had recommended accelerating this project to FY 2003/04. Although final programming authority for STIP funds rests with the California Transportation Commission (CTC), MTA staff will submit, per your letter and transmitted Project Fact and Fund Sheets, a technical correction to the 2002 STIP. If approved by the CTC at its May meeting, funds for the project would be available to the City in FY 2003/04.

MTA staff has had a number of discussions with John Mate concerning the City's possible interest in beginning project construction in FY 2003. Should the City wish to request an early allocation of funds, MTA will offer its concurrence. Please note, however, that failure to award a construction contract with 12 months from the date of allocation will result in the loss of funds. Accordingly, the City should fully consider the potential for project delays before requesting an early allocation.

Should you have any additional questions regarding the proposed technical amendment to the 2002 STIP or early allocation request process, please contact Jon Grace, MTA Project Manager, at (213) 922-4848.

Sincerely,



FOR
RENEE BERLIN

Director, Arterials, Signals and Goods Movement

C: Jon Grace

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COASTAL COMMISSION

COASTAL COMMISSION
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PAGE 1 OF 2

20. AUTHORIZED CITY MANAGER TO NEGOTIATE CONTRACT WITH REDONDO BEACH CHAMBER OF COMMERCE FOR JOINT PRODUCTION AND DISSEMINATION OF A BUSINESS AND COMMUNITY GUIDE AT A NOT TO EXCEED COST TO THE CITY OF \$1.87 PER COPY. (CITY MANAGER) City Manager amended to not to exceed \$57,000.
21. AUTHORIZED DONATION OF SURPLUS COMPUTER WORKSTATIONS TO REDONDO BEACH UNIFIED SCHOOL DISTRICT AND VARIOUS NON-PROFIT AND CHARITABLE ORGANIZATIONS, AND AUCTION THOSE REMAINING AFTER DONATIONS ARE FINALIZED. (INFORMATION TECHNOLOGY)
22. RECEIVED AND FILED REFERRALS FROM PUBLIC WORKS COMMISSION REGARDING THE ROBINSON STREET/2ND STREET TRAFFIC CALMING ISSUE. (ENGINEERING)
23. APPROVED PLANS AND SPECIFICATIONS FOR CITY HALL RE-ROOFING PROJECT, JOB NO. 7140 and authorized the City Clerk to advertise for competitive bids. (ENGINEERING)
24. APPROVED PLANS AND SPECIFICATIONS FOR SAPPHIRE STORM DRAIN OCEAN OUTLET PROJECT, JOB NO. 7425 and authorized the City Clerk to advertise for competitive bids. (ENGINEERING)
25. APPROVED PLANS AND SPECIFICATIONS FOR PEDESTRIAN PATH WIDENING PROJECT SOUTH OF THE PIER, JOB NO. 7477 and authorized the City Clerk to advertise for competitive bids. (ENGINEERING)
26. DIRECTED STAFF TO PRINT AND DISTRIBUTE WORKBOOK ENTITLED "TRAFFIC PLANNING TO IMPROVE NEIGHBORHOOD LIVABILITY" FOR DISTRIBUTION TO THE PUBLIC. (ENGINEERING)
27. RECEIVED AND FILED REPORT ON CLEAN BEACHES AND INITIATIVE FUNDS AWARDED TO CITY IN 2001-2002 CALIFORNIA STATE BUDGET. (ENGINEERING)
- 28. RECEIVED AND FILED REPORT THAT MTA BOARD APPROVED CALL FOR PROJECTS ON JULY 26, 2001 WHICH INCLUDES \$1,047,000 FUNDING FOR PROPOSED PACIFIC COAST HIGHWAY/CATALINA INTERSECTION IMPROVEMENT PROJECT IN FISCAL YEAR 2004/05 and directed Staff to negotiate with MTA to move the Fiscal Year 2004/05 funding forward to expedite the construction of this improvement to concur with the progress of the Heart of the City Project. (ENGINEERING)
29. APPROVED REQUEST FOR AMICUS CURIAE SUPPORT IN BARDEN V CITY OF SACRAMENTO - IN THE US DISTRICT COURT OF APPEAL EASTERN DISTRICT. (CITY ATTORNEY)
30. RECEIVED AND FILED REPORT ON AUGUST 10 - 13 VISIT FROM USS MCCLUSKY AND USS SIDES BOTH UNITED STATES NAVY VESSELS. (HARBOR)

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NORTH
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NORTH IRENA
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HWY. 80

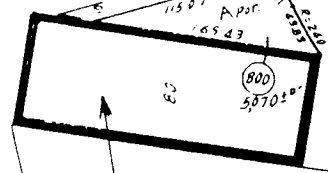
NORTH JUANITA
AVE.

JUANITA ST.

PACIFIC COAST

NORTH CATALINA

AVE. 80



PROJECT LOCATION

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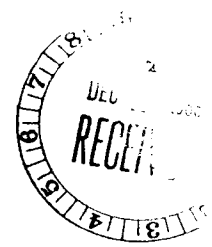
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PAGE 1 OF 6
CODE 8055

FOR PREV. ASSMT SEE:
7503-1 & 7

TRACT NO. 1786 M. B. 22 - 63
PARCEL MAP P. M. 103 - 31-32
PARCEL MAP P. M. 209 - 55-56



ASSESSOR'S M
COUNTY OF LOS ANGELES

PROJECT STUDY REPORT (PAGE 2) JUNE 23, 2000

3. Need and Purpose:

The purpose of this project is to improve the flow of traffic through the intersections of PCH/Herondo Street and PCH/Catalina Avenue. Currently these two intersections are always congested during the morning and afternoon rush hours and also on summer weekends with travelers driving to the beaches and harbors.

The following are the approximate vehicles per day (vpd) for each street:

Pacific Coast Highway	major arterial	40 - 42,000 vpd,
Herondo Street	secondary arterial	13,000 vpd,
190 th Street	major arterial	24,000 vpd, and
Catalina Avenue	secondary arterial	17,000 vpd.

The existing level of service for the afternoon peak hours for the Herondo Street/Pacific Coast Highway and the Catalina Avenue/PCH intersections are LOS F and LOS D, respectively. See the attached CMA Calculations, a.m. & p.m. peak hour, for both intersections. The allowing of the southbound vehicles to taper off of PCH, instead of turning, for their entry onto Catalina Avenue should reduce congestion.

4. Alternatives

This project has two alternatives. The no build scenario, the intersections remain the same with no improvements. See Figure 2.

The second alternative is the project. Figure 3 shows the details of the project. Currently southbound traffic on PCH travels south through the intersection with Herondo Street and those vehicles in the curb lane must turn right onto Catalina Avenue. This turn onto Catalina Avenue requires a driver to almost come to a stop to complete the right turn. The alternative would allow the driver, as they drive through the intersection of Herondo Street, to turn slightly right onto Catalina Avenue. Therefore, there are fewer vehicles slowing and congestion is reduced.

A future project is the use of the existing third southbound lane, now a right turn only lane onto Catalina Avenue, as a continuous third southbound lane from Herondo Street to south of the Agate/Guadalupe Avenue intersection. Currently, the majority of the property along the westside of PCH, south of Catalina Avenue, is a shopping center. The City of Redondo Beach is implementing a zoning change that would change this property to residential. The City while implementing this change would also obtain an additional 10 feet of right of way to allow the addition of a third southbound lane.

The Mayor and City Council on June 20, 2000 approved Resolution No. CC-0006-062. "A Resolution of the City Council of the City of Redondo Beach, California, affirming the designation of Pacific Coast Highway as a major arterial that should have a right of way width of one hundred (100) feet, as classified by the adopted Redondo Beach General Plan. Section 3.1.4." This resolution affirms that PCH is a major arterial and that future development along this arterial must consider the proposed right of way of 100 feet. Redondo Beach is serious about obtaining the

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Average parking occupancy ranges from 28 to 40 percent on weekdays, 49 to 71 percent on weekends. Other observations have shown higher occupancy rates during peak summer weekends, such as July Fourth weekend.

The weekday on-street parking pattern is similar to the weekday off-street parking pattern, in that the peak demand occurs during the early evening. Peak weekend parking demand occurs during the mid-afternoon period rather than during the evening. Overall on-street parking occupancy is substantially lower during weekdays than on weekends. Average parking occupancy ranges from 26 to 32 percent on weekdays and 33 to 62 percent on weekends.

Intersection Level of Service (LOS) Conditions

Existing traffic conditions were evaluated for the weekday A.M. (7:30-8:30 A.M.) and P.M. peak hour (5:00-6:00 P.M.). Intersection turning movement counts were collected at the 13 study intersections on April 3 and 4, 2001.

Traffic operating characteristics of intersections are described by the concept of LOS. LOS is a qualitative description of an intersection's performance based on the average delay per vehicle. Intersection LOS ranges from A (free-flow or excellent conditions with short delays) to F (congested or overloaded conditions with extremely long delays). LOS A, B, C, and D are considered excellent to satisfactory service levels, while LOS E is undesirable and LOS F is unacceptable. A project resulting in LOS E or F is considered to have a significant, adverse impact. Appendix C of this EIR presents the LOS descriptions for signalized intersections.

The signalized intersections were evaluated using the operations methodology outlined in

Chapter 9 (Signalized Intersections) of the 1985 *Highway Capacity Manual (HCM) Special Report 209 (1994 Update)* published by the Transportation Research Board. This method determines the capacity for each lane group approaching the intersection. LOS is then based on average stopped delay per vehicle (seconds per vehicle) for the various movements within the intersection.

Table III.B-5 presents the results of the intersection LOS analysis for the Existing (2001) weekday P.M. peak hour conditions. Figure III.B-5 illustrates the existing weekday A.M. and P.M. peak hour LOS conditions at the 13 study intersections. Figures III.B-6 and III.B-7 illustrate turning movement volumes for existing conditions during the A.M. and P.M. peak hours; Figure III.B-7A shows the existing lane and intersection geometry. All of the study area intersections operate at acceptable conditions, except the intersection of Herondo, which operates at LOS F during the A.M. peak hour and LOS E during the P.M. peak hour. The critical movements at this intersection are the left turn movement from the northbound, southbound, and westbound directions during both the A.M. and P.M. peak hours.

Pedestrian Conditions

This section describes the existing pedestrian facilities in the study area, including sidewalks and crosswalks.

Existing Pedestrian Facilities

- *Harbor Drive*—Harbor Drive has 7-foot-wide sidewalks on both sides of the street. Crosswalks and pedestrian signals are provided at the intersections of Herondo Street, Yacht Club Way, Marina Way, and Beryl Street.

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Motion by Councilmember Gin, seconded by Councilmember Pinzler, to close the public hearing for the Master Fee Schedule. The motion carried unanimously, with Commissioners Ritchey and Seymour absent.

The Budget and Finance Commission recessed at 9:52 p.m. to conclude its Special Meeting of June 20, 2000.

Motion by Councilmember Sullivan, seconded by Councilmember Bisignano, to receive and file the documents, and adopt the Municipal Budget for FY 2000-01. The motion carried unanimously.

→ *

Motion by Councilmember Sullivan, seconded by Councilmember Pinzler to refer the Five Year Capital Improvement Program 2000-2005 to the Budget and Finance Commission for review with the understanding that the first year has been incorporated in the adoption of the Municipal Budget for FY2000-01. The motion carried unanimously.

Chief Deputy City Clerk Midstokke read Resolution No. CC-0006-68 adopting the FY2000-01 Master Fee Schedule for all City Departments by title only.

Motion by Councilmember Bisignano, seconded by Councilmember Sullivan, to adopt Resolution No. CC-0006-68 by title only. The motion carried unanimously.

PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Heling Craig referred to a recent power outage on the pier and the Boardwalk and suggested that the City purchase lighter hoses for Staff or install sprinklers.

Ben Agrewallis suggested that the City issue a single building application form.

Tom Gamble supported the City's retention of the Millie Riera's sign. Councilmember Bisignano advised that this item will be revisited in August.

Greg Anderson, Redondo Beach, obtained a list of twelve applicants to fill the School Board vacancy and suggested that the interviews be held in City Hall Council Chambers and be televised. Mr. Anderson questioned the residency of one applicant, and City Clerk, Sandy Forrest, advised she will research with the City Attorney.

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In response to Councilmember Parsons, Associate Risk Manager, Jill Buchholz, stated that the insurance broker has quoted an increase to \$325,000 SIR, which is what the marketplace is proposing.

Councilmember Parsons expressed concern with the increased cost of Workers' Compensation insurance while the coverage is decreasing.

In response to Councilmember Sullivan, Associate Risk Manager, Jill Buchholz, believed that the projected increase for health and welfare benefits is approximately 5-10 percent, and there has been no increase for the last two years.

Motion by Councilmember Sullivan, seconded by Councilmember Parsons to adopt the FY 2001-02 Budget, adopt the FY 2001-06 Capital Improvement Plan and adopt Resolution No. CC-0106-57 by title only.

Prior to the vote:

In response to Councilmember Gin, City Manager Garcia stated there would not be much increased revenue tied to the position of an additional Code Enforcement Officer. If this much needed position were approved, it would be built into the budget base.

Councilmember Gin suggested there be an analysis submitted regarding the problems and requests in terms of violations.

Councilmember Schmalz pointed out that another Code Enforcement Officer is strongly needed to help address the quality of life issues in the neighborhoods and the building boom over the last three years.

Councilmember Sullivan pointed out that the Building Inspectors enforce the codes on construction policies, not the Code Enforcement Officers.

→ Substitute Motion by Councilmember Schmalz, seconded by Councilmember Parsons to adopt the FY 2001-02 Budget, adopt the FY 2001-06 Capital Improvement Plan and adopt Resolution No. CC-0106-57 by title only, with the addition of one additional Code Enforcement Officer.

Prior to the vote:

Councilmember Parsons agreed that an additional Code Enforcement Officer is needed in the City.

Councilmember Sullivan believed that violations will continue to occur, despite having an additional Code Enforcement Officer and requested a further analysis of the policies of the department and how they are applied.

Councilmember Bisignano supported the initial motion and suggested that a new Code Enforcement Officer be included in the next budget with the utilization of part-time officers on an as needed basis.

1

TO: Mayor and City Council
Budget and Finance Commission

FROM: Louis N. Garcia, City Manager

SUBJECT: **→ FISCAL YEAR 2002-2003 PROPOSED BUDGET AND PROPOSED
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM 2002-2007**

RECOMMENDATION:

That the Mayor and City Council and Budget and Finance Commission (1) continue the public hearing to receive public input regarding the Proposed Budget for Fiscal Year 2002-2003 and the Proposed Five-Year Capital Improvement Program 2002-2007; (2) adopt by title only Resolution *** - A Resolution of the City Council of the City of Redondo Beach, California, Adopting an Annual Budget for Fiscal Year 2002-2003; and (3) adopt the Five-Year Capital Improvement Program 2002-2007.

EXECUTIVE SUMMARY:

The Fiscal Year 2002-2003 Proposed Budget and Proposed Five-Year Capital Improvement Program 2002-2007 were presented to the Mayor and City Council, members of the Budget and Finance Commission and all department heads. A town hall meeting to review and discuss the documents was held on May 18, 2002, and several questions arose regarding the Fiscal Year 2002-2003 Proposed Budget. This staff report responds to those inquiries and other issues that have surfaced since that date. In addition, copies of the budget documents are available for public review in the City Clerk's office and both public libraries.

On June 4, 2002, a public hearing was opened to receive input regarding the Proposed Budget for Fiscal Year 2002-2003 and the Proposed Five-Year Capital Improvement Program 2002-2007. The City Charter requires that the budget be adopted by June 30, 2002, and staff is presenting the proposed budget at this City Council meeting of June 18, 2002 for final adoption.

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RESOLUTION NO. CC-0206-63

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF REDONDO BEACH, CALIFORNIA, ADOPTING AN
ANNUAL BUDGET FOR FISCAL YEAR 2002-2003**

WHEREAS, the City Manager has prepared and submitted to the City Council a proposed annual budget for the fiscal year 2002-2003 which commences on July 1, 2002 and ends on June 30, 2003; and

WHEREAS, the City Council has considered the proposed annual budget; and

WHEREAS, a public hearing has been duly held pursuant to the provisions of the Charter of the City of Redondo Beach; and

WHEREAS, the City Council concurs with the proposed revenue and expenditure plan as outlined by City Manager.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF REDONDO BEACH, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager's proposed annual budget for fiscal year 2002-2003, attached hereto as Exhibit A, is hereby adopted.

SECTION 2. That the expenditures of public funds in the amount of \$80,423,370 are authorized in accordance with the programs and services outlined in said budget.

SECTION 2. The City Clerk shall certify to the passage and adoption of this resolution and shall enter the same in the Book of Original Resolutions.

CITY OF REDONDO BEACH

Capital Improvement Program Projects

2002-2007

Project Title: PCH/Catalina Intersection Improvement

Project #
7614-000

Location: Intersection of Catalina and Pacific Coast Highway

Redevelopment Area:

Project Priority: CIP 2002-07

Construction: City

General Plan Relationship: Consistent

Project Description:

Street improvements at Pacific Coast Highway at Catalina. Upgrade traffic signals, signage and landscaping and create a five-point intersection.

Justification:

To improve existing facilities.

PROJECT EXPENDITURES

Project Expenditures	Prior	02-03	03-04	04-05	05-06	06-07	TOTAL
Study							
Environmental review							
Land & Rights-of-Way acquisition							
Site preparation							
Design	359,875						\$359,875
Construction				1,311,000			\$1,311,000
Construction management							
Equipment acquisition							
TOTAL	\$359,875	\$0	\$0	\$1,311,000	\$0	\$0	\$1,670,875

PROJECT FUNDING

Project Funding by Source	Prior	02-03	03-04	04-05	05-06	06-07	TOTAL
General Fund							
Grant/Bond							
Air Quality Fund							
Enterprise Fund							
Developer contribution							
Prop C local	359,875			264,000			\$623,875
Other				1,047,000			\$1,047,000
TOTAL	\$359,875	\$0	\$0	\$1,311,000	\$0	\$0	\$1,670,875

Review and Comment:

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Commissioner Larson suggested that money be continually spent on initiatives to make the City more efficient as an organization.

City Clerk, Sandy Forrest read Resolution No. CC-0206-063 by title only.

→ Motion by Councilmember Bisignano, seconded by Councilmember Parsons to adopt Resolution No. CC-0206-063 and the 2002-2007 Five-Year Capital Improvement Program.

Prior to the vote:

Chairwoman Liehr urged caution in actual expenditures and would like to see a formal plan to revisit this topic after the outcome of the State budget.

Councilmember Schmalz noted that the City is healthy financially and in a good position with a good CIP Budget.

Motion carried unanimously, with Councilmember Sullivan absent.

ADJOURNMENT – BUDGET AND FINANCE COMMISSION

There being no further business to come before the Budget and Finance Commission, Commissioner Zager moved, seconded by Commissioner Sachar to adjourn the meeting at 9:29 p.m. Motion carried unanimously, with Commissioners Necessary, Diaz and Seymour absent.

RECESS – 9:30 P.M.

Motion by Councilmember Bisignano, seconded by Councilmember Gin to recess at 9:30 p.m. Motion carried unanimously, with Councilmember Sullivan absent.

RECONVENE – 9:49 P.M.

ROLL CALL:

Councilmembers Present:	Bisignano, Gin, Schmalz, Parsons, Mayor Hill
Councilmembers Absent:	Sullivan
Officials Present:	Lou Garcia, City Manager
	Jerry Goddard, City Attorney
	Sandy Forrest, City Clerk
	Diane Cleary, Minutes Secretary
	Sue Armstrong, Assistant City Manager
	Diana Moreno, Financial Services Director
	Marni Ruhland, Budget & Finance Manager
	James Allan, Harbor Properties Associate
	Steve Huang, City Engineer
	Sylvia Glazer, Public Works Director

