

April 13, 2004

**MINUTES OF AN ADJOURNED REGULAR
MEETING OF THE TORRANCE CITY COUNCIL**

1. CALL TO ORDER

The Torrance City Council convened in an adjourned regular meeting at 7:00 p.m. on April 13, 2004, in Council Chambers.

ROLL CALL

Present: Councilmembers Lieu, Mauno, McIntyre, Nowatka, Scotto, Witkowsky and Mayor Walker.

Absent: None.

Also Present: City Manager Jackson, City Attorney Fellows, City Clerk Herbers and other staff representatives.

2. FLAG SALUTE/INVOCATION

The Pledge of Allegiance was led by Councilmember Lieu

The invocation was given by Councilmember Witkowsky.

3. AFFIDAVIT OF POSTING/WAIVE FURTHER READING

MOTION: Councilmember Scotto moved to accept and file the report of the City Clerk on the posting of the agenda for this meeting. The motion was seconded by Councilmember Lieu and a voice vote reflected unanimous approval.

MOTION: Councilmember Scotto moved that after the City Clerk has read aloud the number and title to any resolution or ordinance on the meeting agenda, the further reading thereof shall be waived, reserving and guaranteeing to each Councilmember the right to demand the reading of any such resolution or ordinance in regular order. The motion was seconded by Councilmember Lieu and a roll call vote reflected unanimous approval.

4. WITHDRAWN OR DEFERRED ITEMS

None.

5. COUNCIL COMMITTEE MEETINGS AND ANNOUNCEMENTS

Councilmember Witkowsky announced the Community Planning Design Committee had met on Monday, April 12 to discuss the Mills Act Property Tax Abatement Program and noted that there would be a second meeting soon.

Councilmember Witkowsky announced that the City Council Ad Hoc Rose Float Committee would meet on Wednesday, April 14 in the 3rd Floor Assembly Room to discuss the 2005 Rose Float design.

Councilmember Nowatka reported that the City Council Ad Hoc Armed Forces Committee had met on Tuesday, April 13 to discuss the final plans for the 2004 Armed Forces Day Parade and Celebration, and he announced Rear Admiral Clyde Marsh as Grand Marshal for the parade on Saturday, May 15 on Torrance Boulevard with the Navy Band performing a concert open to the public scheduled for Friday, May 14, 2004.

Councilmember Nowatka pointed out that this year would be the 45th anniversary of the parade, making it the longest running Armed Forces Parade in the country.

Councilmember Scotto noted that aircraft including F18s and F14s would be flying over the parade route.

Mayor Walker thanked Councilmember Lieu for his service as Mayor Pro Tem for the past six months and announced that Councilmember Mauno would serve as Mayor Pro Tem for the coming six months.

6. COMMUNITY MATTERS

6a. RESOLUTION NO. 2004-37 RE BROOKS BELL

Councilmember Nowatka read the resolution for Public Works Director Bell who thanked the City and its hardworking employees for making the Torrance what it is today.

RESOLUTION NO. 2004-37

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE HONORING PUBLIC WORKS DIRECTOR BROOKS BELL UPON HIS RETIREMENT FROM THE CITY AFTER THIRTY-TWO YEARS OF SERVICE.

MOTION: Councilmember Mauno moved to adopt Resolution No. 2004-37. Councilmember Witkowsky seconded the motion and a roll call vote reflected unanimous approval.

City Manager Jackson thanked Public Works Director Bell for managing three departments in the City and putting in place strategies to support the aging infrastructure of the City, noting that he would leave a legacy that is an asset to the City of Torrance.

6b. RESOLUTION NO. 2004-38 RE MICHAEL FREIGE

RESOLUTION NO. 2004-38

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE HONORING AND COMMENDING SENIOR FIRE INSPECTOR MICHAEL FREIGE AS A RECIPIENT OF THE SUSTAINED SUPERIORITY AWARD.

MOTION: Councilmember Mauno moved to adopt Resolution No. 2004-38. Councilmember Witkowsky seconded the motion and a roll call vote reflected unanimous approval.

Senior Fire Inspector Freige thanked the City for the resolution and support.

Mayor Walker noted that next week he would present a proclamation to Geri Barr for her work to increase hospital and community preparedness to respond to cardiac and other medical emergencies. He noted that after presentation of the proclamation, Torrance Memorial Medical Center staff would give a presentation on the use of the AED Program and he encouraged everyone to tune in.

7. CONSENT CALENDAR

7a. APPROVAL OF MINUTES OF FEBRUARY 10, 2004

Recommendation

Approval of minutes of February 10, 2004.

7b. CONSULTING SERVICES AGREEMENT RE NICHOLS CONSULTING ENGINEERS

Recommendation

Recommendation of the Public Works Director that City Council:

- 1) Approve a consulting services agreement with Nichols Consulting Engineers, Chtd. in the amount of \$85,500 to update residential street pavement evaluations for the City's Pavement Management System, I-47; and
- 2) Authorize the Mayor to execute and the City Clerk to attest to said agreement.

MOTION: Councilmember Mauno moved to approve items 7a and 7b as written. Councilmember Scotto seconded the motion and a roll call vote reflected unanimous approval.

10. PUBLIC SAFETY

10a. LETTER OF SUPPORT FOR AB 2065 RE SPRINKLER REQUIREMENTS FOR RESIDENTIAL CARE FACILITIES

Recommendation of the Fire Chief that City Council approve a letter of support for AB 2065, which if passed, would require residential care facilities with six or less occupants to have automatic fire sprinklers.

Fire Chief Bongard stated that AB 2065 was an important piece of legislation noting that on December 29, 2002 there was a fire in Torrance where three people were killed and that the Fire Department feels that sprinklers would have saved their lives.

Mayor Walker noted out that Assemblyman George Nakano had sponsored the legislation.

MOTION: Councilmember Nowatka moved to approve a letter of support for AB 2065. Councilmember Witkowsky seconded the motion and a roll call vote reflected unanimous approval.

11. ADMINISTRATIVE MATTERS

11a. CONTINUED STATE OF LOCAL EMERGENCY FOR CAROLWOOD LANE AND SINGINGWOOD DRIVE

Recommendation of the City Manager and the City Attorney that City Council continue the state of local emergency, proclaimed March 2, 2001 for properties located on Carolwood Lane and Singingwood Drive.

Building and Safety Director Isomoto reported that there had been a significant change for the eight homes on the bottom of the slope as repair work for the slope has commenced, that the contractor had completed foundation work for the new wall that is going up in the backyard of those homes and they are hopeful that the bottom portion of the slope will be repaired in the next few months.

MOTION: Councilmember Witkowsky moved to continue the state of local emergency for Carolwood Drive and Singingwood Drive. Councilmember McIntyre seconded the motion and a roll call vote reflected unanimous approval.

12. HEARINGS

12a. ROBERT F. TUTTLE ARCHITECTURE (BARRETT PATEL) CUP03-00029, DVP03-00004, AND DIV03-00010

Recommendation of the Planning Commission and the Community Development Director that City Council deny the appeal and adopt Resolutions denying without prejudice the following on property located at 3531 Torrance Boulevard:

- A Conditional Use Permit to allow the construction of a 66-room hotel;
- A Development Permit to allow construction within the Hawthorne Boulevard Corridor Specific Plan; and
- A Division of Lot to merge two parcels into one parcel.

CUP03-00029, DVP03-00004, DIV03-00010: Robert F. Tuttle Architecture (Barrett Patel)

Mayor Walker opened the public hearing at 7:21 p.m.

Planning Manager Isomoto provided a brief history of the project noting the site is located within Del Amo Sub-District Two of the Hawthorne Boulevard Corridor Specific Plan and she described the surrounding uses. Parking would be located along the easterly property line at the rear of the building and underneath the building; there would be a 23 foot front setback from Torrance Boulevard, a 45 foot easterly side yard setback and a 74 foot setback along the rear with a varying 0 to 6 foot setback along the westerly side yard. The floor to area ratio (FAR) is 1.12 and would exceed the maximum of 1.0 allowed by the zone. The number of parking spaces is generally determined on a site by site basis, and this application proposes 1.03 spaces per room which would be reduced to .98 spaces when additional driveway throating is provided as required by the Specific Plan.

Planning Manager Isomoto noted that the proposed hotel would have 4 stories (51 feet tall) and she outlined facilities on each floor, noting that concerns had been raised regarding proposed cooking facilities in individual rooms due to past experience with increased response calls from other hotel operations in the city with similar facilities. The proposed development does not follow recent trends of similar developments in the area in terms of parking, FAR and height, and other elements including design and layout, do not comply with the intentions of the Specific Plan. The Specific Plan requires that buildings be in scale with one another, but the current placement proposes to have the four-story hotel next to an existing one-story retail center. The Specific Plan further suggests that multiple level buildings be terraced to provide multiple heights and maintain a lower building profile at the street edge.

Staff proposes that the hotel be placed along the easterly property line, implementing a terraced theme and orienting the building toward the west to provide a street interface better associated with the commercially oriented intersection of Torrance Boulevard and Amie Avenue to promote use of existing walkways to restaurant and retail developments within walking distance.

The Planning Commission considered the proposed development on December 17, 2003 and concurred with staff for denial based on concerns about the FAR, parking, building orientation and layout.

In response to an inquiry from Councilmember Witkowsky, Planning Manager Isomoto indicated that not all rooms would have a full kitchen, but most have a sink and a small refrigerator or microwave.

In response to an inquiry from Councilmember Scotto, Planning Manager Isomoto explained that the number of rooms would have to be decreased in order to comply with the required amount of parking spaces. Councilmember Scotto then received clarification that terracing the building and the western orientation were recommendations from the Specific Plan, and in order to reduce the FAR, 3,800 square feet would have to be eliminated.

In response to an inquiry from Councilmember McIntyre, Planning Manager Isomoto indicated that most hotels have a major hotel affiliation prior to application as required by the City Code, but that does not have to be in place prior to filing an application for a development permit. She noted that in the past, hotel affiliations have changed during the building process.

Mayor Walker noted he had visited a Manhattan Beach hotel built by the same owner and operator with a similar room configuration.

Bill Beverly, representing Barrett Patel, reported that the architect would be late. He thanked Planning Manager Isomoto for her hard work and also thanked those who took the time to meet with him. He also thanked staff and the council for accommodating his schedule in requesting the continuance.

Barrett Patel, the applicant, indicated that he has been a resident of Torrance for many years and owns several limited service hotels. He expressed a desire to build in his own community and felt there was a need for an upscale, boutique hotel in the area.

Mr. Beverly provided a copy of a letter from the Hilton chain requesting an affiliation with their Hampton Inn and Suites brand and he requested a FAR of 1.12 due to the fact that the economic climate for hotels had changed since some of the other hotels on the street had been approved. He asserted that the project was not economically viable using yesterday's criteria and noted that room rates had remained flat or level, but land prices had increased 29% in the past year.

Mr. Beverly requested that one parking space per room be required as that is a discretionary standard in the city, not a mandatory standard and their experience is that 1.0 is far more than sufficient. Shuttle services would be offered and the hotel would cater to a business clientele many of whom share van pools. He pointed out that no amenities were to be offered to the general public - a criteria to consider when determining parking needs

Mr. Beverly indicated that they preferred the hotel to face westbound traffic for business and aesthetic reasons and noted that if the orientation were to be changed, the hotel would be hidden behind the Extended Stay. He stated that they would accept the condition if necessary but he questioned the life of the one-story building which is the primary reason for the shift.

Mr. Beverly asserted that they had created a beautiful design with an impressive façade that terracing would destroy and he added that Torrance Boulevard is a wide open

street that does not call for terracing. He noted that staff had wanted a greater street interface but the hotel is a drive-up destination and it does not make sense to make people who are parking to have to walk around the building.

Mr. Beverly requested a 25 foot width for the driveway with 25 feet of throating rather than the 30 foot wide commercial radius driveway consistent with the Specific Plan, citing recent projects with far smaller driveways. He indicated that their proposal exceeded the width of recent projects and would be reasonable and more than adequate.

Mr. Beverly asserted that the changes he requested to the conditions for approval were important to the success of the project and a reduction of room size would not attract the quality of business traveler they were seeking.

In response to an inquiry from Councilmember McIntyre regarding the maturity of landscaping, Mr. Beverly indicated that there was sufficient room to install nice landscaping and that they would comply with whatever the city specified for landscaping.

Councilmember Nowatka received clarification that an executive market study had been conducted indicating that Toyota, Honda and Nissan would like to have a hotel similar to what is being proposed with amenities and larger rooms vs. the standard rooms available now.

In response to an inquiry from Councilmember Nowatka, Mr. Beverly explained that there had been an error on one of the forms provided by the applicant indicating 60 rooms rather than 66. He added that the number of rooms had not been increased but was always meant to be 66.

Councilmember Nowatka inquired about the hotel affiliation and Mr. Beverly indicated that a formal deal would not be possible until they had an entitlement, but they could accept a condition that the certificate of occupancy be contingent on an executed arrangement.

In response to an inquiry from Councilmember Lieu as to whether they were willing to accept all conditions other than those he had discussed, Mr. Beverly indicated that part of the reason they needed a higher FAR was for larger rooms.

In response to an inquiry from Councilmember Lieu, Mr. Patel stated that most hotel projects require a 1-1 parking ratio and typically hotel guests have no car or 1 car associated with them.

In response to an inquiry from Councilmember Witkowsky, Planning Manager Isomoto explained that the Residence Inn was built 15 years ago has a FAR of .51 with a lot more rooms on a bigger site.

Councilmember Witkowsky questioned the requirement for additional parking.

In response to an inquiry from Councilmember Nowatka, Mr. Patel explained that the hotel would employ a maximum of 10-12 employees, with 5-6 employees per shift, parking in the lot.

Councilmember Nowatka pointed out that the requirement of 40 feet of throating would eliminate 3 parking spaces thereby bringing the parking ratio to .98 and Mr. Beverly

asserted that they were in the same range as similar projects on that street which have ratios of 1.04 and 1.08.

In response to an inquiry from Councilmember Scotto, Planning Manager Isomoto explained that in order to meet the FAR, square footage would have to be reduced either by eliminating units or reducing the size of units. She added that if the same number of units is maintained then the parking requirement remains the same and units range from 340 square feet to 435 square feet.

Mr. Beverly stated that if they kept the number of rooms the same but reduced room size by 10%, the rooms would lose 50 square feet each.

Norman H. Patrick, 3520 Maricopa, expressed concerns about increased noise, traffic, parking, and privacy as hotel guests will look down upon his building and their patios.

MOTION: Councilmember McIntyre moved to close the public hearing at 8:00 p.m. Councilmember Witkowsky seconded the motion and a roll call vote reflected unanimous approval.

Mayor Walker commented that he understood why staff required those numbers and made those recommendations, but he visited the Manhattan Beach property and he would much prefer rooms of that size and quality as opposed to a Motel 6 or Travelodge which are not conducive to Honda or Toyota who are major users of rooms in the city for business travelers.

Mayor Walker felt the design was reasonable and good looking and although the applicant was willing, he did not feel that it made sense to flip the building as it does not work to the benefit of the city and traffic. He was also opposed to terracing the building as requested since the applicant had presented a good looking, well thought out design that needs to stand on its own rather than having to match something else.

Mayor Walker asserted that parking space shortages for hotels are usually generated by the public coming in to use restaurants or facilities that this hotel would not have and he felt that a parking ratio of 1-1 also provided adequate room for employees.

In response to an inquiry from Councilmember McIntyre, Planning Manager Isomoto felt an 8 foot wall would be adequate to provide a visual barrier for the properties to the north and would help with noise attenuation but was reluctant to ask for a higher wall as it would create a canyon affect. Mayor Walker added that landscaping and trees would also help.

Councilmember Nowatka did not feel it important to reorient the building, but expressed discomfort with the high FAR which prohibited him from supporting the project.

Councilmember Witkowsky noted that the Residence Inn had 240 units and a much bigger staff and she did not feel that a 66 unit hotel needed a 1.25 parking ratio.

MOTION: Councilmember Witkowsky moved to approve the appeal and approve the project with an amending the following:

- Condition 32 to require a 25 foot wide commercial radius,
- Condition 6 parking spaces shall be provided at a rate of 1 space per unit,

Condition 5 to allow a FAR of 1.12,
Deleting Conditions 8, 9, and 11 and
Adding a stipulation to require mature landscaping.

Mayor Walker seconded the motion; the motion carried with a roll call vote:
Yes: Councilmembers Lieu, Mauno, McIntyre, Witkowsky and Mayor Walker
No: Councilmembers Nowatka and Scotto.

Planning Director Isomoto indicated that revised resolutions would be brought back to the City Council for adoption shortly.

12b. FINAL ENVIRONMENTAL IMPACT REPORT FOR THE DEL AMO BOULEVARD EXTENSION

Recommendation of the Public Works Director that City Council:

- 1) Conduct a Public Hearing for the final Environmental Impact Report for the Del Amo Boulevard Extension, T-30;
- 2) Consider the respective benefits and environmental impacts and proposed mitigation measures identified in the final Environmental Impact Report for this project;
- 3) Acknowledge that the final Environmental Impact Report for this project was prepared in accordance with the California Environmental Quality Act (CEQA);
- 4) Approve the Findings of Fact and Statement of Overriding Considerations contained in the final Environmental Impact Report for this project;
- 5) Certify the final Environmental Impact Report for this project; and
- 6) Authorize staff to initiate the Project Design and Acquisition of Right-of-Way Phases of the Del Amo Boulevard Extension, T-30.

Mayor Walker opened the public hearing at 8:13 p.m.

Public Works Director Bell indicated that additional materials were available at the back of the room with Mayor Walker commenting that the supplement contained good information.

Deputy Public Works Director Perkins stated that the public hearing was to consider the adequacy and completeness of the EIR and if, after the hearing, it is deemed to be so, the Council will be asked to certify the report and assess the value and impacts of either implementing the project or staying with the status quo.

Project Manager Bilezerian summarized the history of the project noting that Del Amo Boulevard is a principal arterial that has a discontinuous segment between Crenshaw Boulevard to the east and Maple Avenue to the west. On August 27, 1974, the city adopted the circulation element of the General Plan and identified a need to complete Del Amo Boulevard. Studies were conducted in 1993 and 1999 indicating that completion of the segment would improve traffic circulation. Based on 1999 cost estimates, a capital budget of \$19 million was adopted with a \$13.1 million grant from the Metropolitan Transit Authority (MTA), \$3.4 million from ExxonMobil and approximately \$2.4 million of city matching funds from gas tax and Project C funds.

Project Manager Bilezerian outlined the process for the preparation of the initial study and EIR and indicated that the Planning Commission reviewed the EIR on January 15, 2003 and found it to be in compliance. It was then forwarded to the Federal Highway Administration and the Caltrans for comment. The EIR was approved by both agencies

and then re-circulated for further review with all comments received incorporated into the final EIR.

Twenty-three categories were examined to determine impacts, including air quality, noise, hazards and hazardous materials, minerals, etc. Potential impacts were determined not significant in all categories except for in the transportation circulation category. The extension would result in higher travel delays at 8 intersections which are built out and can not be improved, and higher travel volumes on 10 roadway segments, however, if the extension were not constructed, traffic problems would continually increase by 20% due to normal traffic growth and development.

Project Manager Bilezerian reported that primary areas of controversy involved increased traffic on Del Amo Boulevard and related safety issues. He indicated that the city would need to prepare a traffic management study, analyze traffic, bicycle and pedestrian activity in the area, conduct meetings with the public and identify operational and design features to address concerns during the project.

EIR identified project benefits include providing an additional east west arterial roadway, improved public safety with decreased response time for fire and safety, consistency with city's General Plan, improved air quality and decreased noise pollution, reduced traffic congestion and vehicle delay at eight intersections, and reduced traffic volumes on 16 street segments.

Councilmember Mauno received clarification that the Council was not required to select an alternative at this time.

Fred Smalling, 305 Crenshaw Boulevard, an Engineering Manager at the Dow Chemical Facility submitted a letter and reiterated that their management had been made aware of the project and had indicated that it is their policy to receive a fair market valuation of the property that is for sale with approval of the sale by the CEO or CFO of Dow Chemical. Any negotiations to acquire the right of way will be made by the top management at corporate headquarters.

Marianna Lutz, Del Amo Boulevard, opposed completion of the segment due to concerns with traffic, safety, security and speeding.

Joseph Badrena, Talisman Street, submitted a letter from homeowners and residents who oppose the extension. He asserted it was the wrong time to spend money on a project of this type and stated that the project would not benefit West Torrance residents but rather would serve those who cut through Torrance. He felt pollution would be increased, safety decreased and he asked that extra security be added to counter terrorist threats. In response to his assertion that Redondo Beach was against traffic and Torrance promoted it, Mayor Walker indicated that there were examples of traffic mitigation in Torrance.

Judy Miller, Del Amo Boulevard, opposed the extension as noise and pollution would be increased. She asserted that the extension would not be good for the neighborhood and expressed concern for the family dwellings that adjoin the park and the students at West High exercising out on the field by the street.

Doyle Wolfgang, Maricopa Street, supported the extension noting that traffic is an issue, an extra corridor is needed and the street had been promised to the residents over 30 years ago.

Thayer Chew, Konya Drive, expressed concerns with increased noise levels and the effect of increased traffic and pollution on schools in the area. He cited specific intersections that would be negatively affected noting that there were no mitigations possible as those intersections have been built out and he pointed out that traffic would be shifted from areas predominantly lined with commercial usages to areas predominantly lined with residential uses.

Mr. Chew asserted that the action was extremely family unfriendly and did not live up to his expectations for the city. He observed that approval appeared to be a foregone conclusion and the statement that there were no significant impacts on the quality of the human environment was not true. He felt that 190th and Torrance were better equipped to deal with the traffic than Del Amo was and noted that property values would be negatively impacted by the change.

Mr. Chew pointed out that the proposed change would take noise levels below Level D which is the lowest acceptable level of service and he expressed concern that proposed countermeasures were only contemplated for first floors.

Paul Storaasci, Del Amo Boulevard, opposed the extension due to increased traffic and significant impacts to residential areas east and west of the proposed extension, and he asserted that north/south traffic along Crenshaw and Prairie was more important than east/west traffic on Del Amo.

Jeannie Fuller, Konya Drive, expressed opposition to the extension citing concerns with safety issues related to the schools and child care centers in the area as well as noise, traffic and pollution issues. She expressed worries that crime would increase and property values would decrease and she questioned whether there was a plan if the project went over budget. Ms. Fuller felt the money could be better spent to improve other streets, for emergencies like hillside deterioration or for airport security and she expressed safety concerns related to the extension going through the refinery.

Ruben Ordaz, Del Amo Boulevard, spoke in opposition of the project due to concerns with pollution, noise and speeding. He reported attending Traffic Commission meetings in an effort to get crosswalks and stop signs installed.

Mark Herald, Maricopa Street, spoke in support of the project asserting that traffic would be not be increased but would be more evenly distributed. He agreed that if the extension is implemented, impact for the residents on the east side of the street should be considered.

Eleazar Ybarra, Del Amo Boulevard, opposed the project citing increased noise, traffic and pollution. If the project does go forward, he requested that a crosswalk to the recreation center should be installed as well as stop signs to protect pedestrians. He asserted that the project should have been done a long time ago, but he felt that now it was too late.

Steve Fechner, Van Ness Way, spoke in favor of the project noting that it would remove the biggest roadblock in Torrance which makes 190th and Torrance a bottleneck.

He acknowledged the negative impact on Del Amo residents and asserted that their concerns should be considered and any mitigation possible should be done.

MOTION: Councilmember Scotto moved to close the public hearing at 9:14 p.m. Councilmember McIntyre seconded the motion and a roll call vote reflected unanimous approval.

Councilmember Witkowsky acknowledged that the project would have a large impact on the residents and she would not feel comfortable with the proposal unless signals were installed to slow down traffic. She asserted that the project could be a gift to homeowners if speeding could be mitigated once and for all and if it offered a way for residents east of Crenshaw to use the recently remodeled recreation center.

Councilmember Witkowsky wondered whether there was an analogy between Del Amo and what was done along the Artesia Corridor and suggested increasing turn lanes as was done on Artesia Boulevard.

Project Manager Bilezerian indicated that the EIR allowed for preparation of a traffic circulation and management study. He added that \$1 million is available for mitigation measures which could include signals and they would meet with the public to address their concerns.

Councilmember McIntyre noted that many people had concerns with pollution and noise even though the report indicated that those were not factors that would be increased and Project Manager Bilezerian explained that noise pollution and air quality would be decreased along 190th, not along Del Amo. He explained that certain guidelines had to be followed in preparation of the report and if figures related to air quality and noise did not exceed the thresholds set by the state and federal government they were considered to have no impact.

In response to an inquiry from Councilmember Mauno, Project Manager Bilezerian stated that they were allowed to construct barriers by the refinery and options are open to them including screening walls and landscaping.

In response to an inquiry from Councilmember Scotto, Project Manager Bilezerian explained that only thresholds that were increased above 8% were indicated on the report.

Councilmember Lieu acknowledged that noise and pollution would be increased for Del Amo residents, but he felt that the project would help the city as a whole. He pointed out that that the process began in 1974 and residents have had notice with the project being acted on in 1993, and 1999 and 2000.

Councilmember Lieu expressed confidence in the expert opinion of staff and did not feel that terrorism concerns were raised by the project.

Mayor Walker commented that one of the speakers said that the project should have been done 30 years ago and he remarked that the city only now had the financial resources in place and the ability to do it. He acknowledged that traffic would be increased on Del Amo Boulevard but he indicated that the city would work with residents around Del Amo to mitigate those concerns and he asserted that the project was an opportunity to spread out the east/west traffic in the city.

Councilmember Witkowsky pointed out that Del Amo is not the only street that goes through the refinery, both Madrona and Crenshaw cross the refinery as well.

MOTION: Councilmember Witkowsky moved to approve the project as presented with the stipulation that a crosswalk signal be installed in the residential area on Del Amo between Crenshaw and Van Ness.

Mayor Walker encouraged Councilmember Witkowsky to let staff address the concerns for that area.

Councilmember Witkowsky withdrew her original motion.

MOTION: Councilmember Witkowsky moved to concur with the staff recommendation. Councilmember Lieu seconded the motion and a roll call vote reflected unanimous approval.

Mayor Walker announced that anyone wanting to submit written comment for the record must send it to the City Clerk before the submittal deadline of May 3, 2004.

Mayor Walker called a recess from 9:28 p.m. to 9:39 p.m.

15. 2ND READING ORDINANCES

15a. ORDINANCE NO. 3558 RE DEL AMO MILLS LIMITED PARTNERSHIP

Second and Final Reading of Ordinance No. 3558 authorizing the execution of a development agreement by and between the City of Torrance and Del Amo Mills Limited Partnership relating to the Del Amo Fashion Center bounded to the west by Hawthorne Boulevard, to the north by Fashion Way, to the east by Madrona Avenue between Fashion Way and Carson Street and by Del Amo Circle east between Carson Street and Sepulveda Boulevard, and to the south by Sepulveda Boulevard.

ORDINANCE NO. 3558

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF TORRANCE AUTHORIZING THE EXECUTION OF A DEVELOPMENT AGREEMENT BY AND BETWEEN THE CITY OF TORRANCE AND DEL AMO MILLS LIMITED PARTNERSHIP RELATING TO THE DEL AMO FASHION CENTER BOUNDED TO THE WEST BY HAWTHORNE BOULEVARD, TO THE NORTH BY FASHION WAY, TO THE EAST BY MADRONA AVENUE BETWEEN FASHION WAY AND CARSON STREET AND BY DEL AMO CIRCLE EAST BETWEEN CARSON STREET AND SEPULVEDA BOULEVARD, AND TO THE SOUTH BY SEPULVEDA BOULEVARD.

MOTION: Councilmember Mauno moved to adopt Ordinance No. 3558. Councilmember Witkowsky seconded the motion and a roll call vote reflected unanimous approval.

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The Torrance Redevelopment Agency met from 9:40 p.m. to 9:41 p.m.

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16. ORAL COMMUNICATIONS

16a. Councilmember Lieu hoped everyone had a happy Easter.

16b. Councilmember Lieu wished Brooks Bell well in his retirement.

16c. Councilmember Lieu congratulated those honored at the South Bay Women of the Year Reception. He noted they would be honored again on Friday, April 30 at the South Bay Women of the Year luncheon.

16d. Councilmember Mauno announced he had attended an open house at the library which included a presentation on Library Accessible Services for Seniors. He reported being impressed with the systems the library has to offer, including machines to increase the review of materials and other equipment to scan documents and read them aloud.

16e. Councilmember McIntyre wished Brooks Bell a happy retirement and thanked him for his many years of conscientious dedication.

16f. Councilmember Nowatka expressed best wishes for Brooks Bell in his retirement.

16g. Councilmember Nowatka reported being on the selection committee for the South Bay Woman of the Year Award and he noted there were numerous great candidates.

16h. Councilmember Nowatka announced that volunteers were needed for the Madrona Marsh clean up scheduled for Earth Day, Saturday, April 24. He explained that participants would be cleaning up the soil as there are still chunks of oil from drilling operations.

16i. Councilmember Nowatka stated that the public was welcome to attend Torrance High School Alumni Association's groundbreaking for the Tanouye Memorial on April 20.

16j. Councilmember Scotto thanked Brooks Bell for a job well done and noted that he was well liked and the city would miss him.

16k. Councilmember Scotto announced a Household Hazardous Waste Round-up on Saturday, June 12 from 9 a.m. to 3 p.m. at Honda.

16l. Councilmember Witkowsky stated that she would miss Brooks Bell and would not forget all that he had done for her.

16m. Councilmember Witkowsky emphasized the importance of volunteers and announced a Volunteer Open House at the Madrona Marsh on April 17.

16n. Deputy Public Works Director Perkins publicly acknowledged the efforts of Project Manager Craig Bilezerian on the Del Amo Boulevard extension noting that he had spent a long time on the project along with Tom Larkin from EDT.

17. EXECUTIVE SESSION

None.

18. ADJOURNMENT

At 9:50 p.m., the meeting was adjourned to Tuesday, April 20, 2004 at 5:30 p.m., for an executive session, with the regular meeting commencing at 7:00 p.m. in Council Chambers.

Attest:

/s/ Dan Walker

Mayor of the City of Torrance

/s/ Sue Herbers

Sue Herbers, CMC
City Clerk of the City of Torrance

Approved on June 8, 2004

Kristi Callan
Recording Secretary

