

CITY OF HIDDEN HILLS
REGULAR CITY COUNCIL MEETING

City Hall

Monday, January 24, 2005

MINUTES

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

A regular meeting of the City Council of the City of Hidden Hills was duly held in the Council Chambers at the City Hall, 6165 Spring Valley Road, Hidden Hills, California 91302 on Monday, January 24, 2005 at the hour of 7:30 p.m. Mayor Steve Freedland called the meeting to order and presided thereover after leading the Council and audience in the Pledge of Allegiance.

ROLL CALL

Council:

Mayor Steve Freedland
Mayor Pro Tem Ronald S. Berg (7:39 p.m.)
Council Member Jim Cohen
Council Member Monty E. Fisher
Council Member Stuart E. Siegel

Staff:

City Attorney Larry Wiener
Building Official Greg Robinson
City Engineer Dirk Lovett
City Manager Cherie L. Paglia

APPROVAL OF AGENDA

Upon MOTION of Council Member Cohen, seconded by Council Member Fisher and unanimously carried, it was resolved that the agenda for the January 24, 2005 regular meeting be approved as submitted.

ANNOUNCEMENTS

Mayor Freedland made the following announcements:

The Community Association's Valentine Musicale is scheduled for Saturday, February 12th; it is historically a great event which he would highly recommend.

The City of Hidden Hills has a brand new website at www.hiddenhillscity.org; it is still in a state of evolution, but is live; changes can be made based on feedback from residents; he would encourage everyone to look at the new site, including the historical photos; anyone with comments or suggestions is asked to call the City Hall staff.

Council Member Cohen noted that resident Charles Caspary was recently elected as the President of the Las Virgenes Municipal Water District Board of Directors, and offered congratulations to Mr. Caspary.

The City Manager announced that the City is now selling polo shirts with the Hidden Hills logo at a bargain price of \$15 – the shirts come in either black with a gold logo, or white with a red logo.

AUDIENCE

There were no questions or comments at this time.

PUBLIC SAFETY

A. Los Angeles County Fire Department Reports – November and December

The following report was presented by Community Services Representative Maria Grycan:

During the month of November, there were no fires and six responses consisting of three medical calls and three false alarm calls; there were also two Fire Prevention Bureau inspections, two plans checked, and 189 station inspections; during December, there were two fires; one was a chimney fire on Wingfield that resulted in no damage; the other occurred on December 26th on old Eldorado Meadow; it was caused by a fireplace that was most likely a zero clearance fireplace; the fireplace itself, along with a bathroom and bedroom behind the fireplace, were damaged, with the property loss at \$125,000 and the contents loss at \$2,000; during December there was also one false alarm, one hazardous

condition (a downed power line on Round Meadow), one plan check, 47 station inspections, four fire station tours, and two pre-planned walk-throughs.

B. Los Angeles County Sheriff's Department Reports – November and December

Captain Tom Martin provided the following report:

During the month of December there were two items of interest; a fourteen year old girl was assaulted by her father during a dispute at their home on Long Valley Road on December 16th; a theft occurred from an unlocked garage in the 5400 block of Jed Smith Road during which approximately 60 CDs valued at \$1,200 were taken; even though the report was just filed, the theft probably happened around September 26th, when several people were in and out of the garage; there were also four false alarms during the month.

Captain Martin then introduced Motorcycle Deputy Tom McGee to give an overview and answer any questions related to the traffic safety program and the duties of the Motors. Deputy McGee addressed the Council as follows (Mayor Pro Tem Berg joined the meeting at this time):

Information regarding traffic concerns comes from different sources, but no matter how the information is obtained, he is one of the main components of the traffic program in Hidden Hills, as he represents 50% of the Motor force; each of the two Motors spends eight hours a week in the City; there are peaks and lulls, and they try split their time during the peaks and focus on heavily congested areas, such as Round Meadow School; they attempt to target that area during the morning drop-off time to help facilitate a smooth flow and correct problems; another area of concern involves school busses; there are basically three bus stops throughout the City, and they often go with the bus from stop to stop, to make sure vehicles are stopping; when the red flashers go on and the stop sign comes out from the side of the bus, they expect to see the traffic from both directions come to a stop to allow for the safe loading or unloading of students; another concern is speeding in different areas; the City has installed a speed sign on a trial basis in a location where the Motors have written many tickets in the past; traffic enforcement after the sign was installed did not produce the same speeds as before the sign, although they are aware there are some issues with the sign; the Motors have been asked to patrol other streets, but the Motors are not set up for that type of enforcement; the Motors use a hand-held laser device which has to be stationary, so they have to pick a spot and sit stationary on the bike to monitor vehicles; the traffic cars have radar units that can be used in a moving mode; they look for problems with drivers running stop signs in different locations as well as not wearing seat belts; drivers should be wearing their seat belts from the time they leave their driveway until they return to their driveway; it is not okay to remove the seat belt once one is inside the gates of the City; there should not be as many problems in the City with motorized scooters due to a new law effective January 1, 2005; to drive a

motorized scooter, one must now be 16 years old, have a driver's license, wear a helmet, and be on a street with a 25 mph or less speed limit or a dedicated bicycle lane; the speed limit in Hidden Hills is 30 mph and there are no dedicated bicycle lanes, so it is illegal to drive a motorized scooter on the City streets; the scooters can, however, be used on private property unless they are disturbing the peace and a nuisance to neighbors; sometimes they are not able to respond quickly enough to catch someone illegally riding a motorized scooter, but if someone can provide an address for the source of the scooter, the parents can be contacted.

Mayor Freedland asked what procedures were followed if someone was seen illegally riding a motorized scooter, to which Deputy McGee responded as follows:

The action they would take depends on the age of the person involved; those riding the scooters are usually between 12-14 years old, and they are old enough to receive and sign a citation; if this happens, the parents are usually informed if they are home; however, the problems usually occur during the after school hours when parents often are not home; in this case, the citation would be issued, and the rider required to push the scooter back to his/her house and told not to ride the scooter on the street in the future; anyone unlicensed, even those 15-16 years old, would be issued a citation; if someone is much younger, a stern warning may be given and the parents contacted.

Mayor Pro Tem Berg commented on still seeing golf carts on the streets of the City, and asked if a license was required for the carts. Deputy McGee stated the following:

One does need a license to drive a golf cart on the street; they often see a parent in the golf cart allowing a child to drive it; in this case, the Deputy has two choices; the driver of the cart can be cited for being unlicensed; the parent can be cited for allowing someone under 16 without a license to operate the cart, as the cart is considered a motor vehicle; golf carts can be operated on the street, but the driver needs to have a valid driver's license, seat belts have to be worn, and all traffic laws have to be obeyed.

Council Member Siegel suggested that staff place an item in an upcoming newsletter regarding the new scooter laws, and asked if any laws had recently been enacted regarding the use of cell phones while driving vehicles, to which Deputy McGee's response was as follows:

The only change involves school bus drivers, who are now not allowed to be talking on a cell phone when operating the bus.

Mayor Freedland had several questions for Deputy McGee regarding the traffic calming device and its location, to which Deputy McGee provided the following answers:

He is very familiar with the location on Round Meadow Road where the sign has been placed; in his 3+ years working in the City, he has written 40+ mph tickets there on a regular basis in the morning, with some even at 47 mph; now when monitoring traffic coming toward Long Valley, he is not seeing the speeds that he used to see; he believes drivers have become accustomed to watching their speed in that area; in his opinion, the speeds have gradually tapered off, a pattern that he has seen in other cities; if the Motors work the same areas long enough, everyone knows that they might be there; contractors have told him that they tell their workers driving in the City to not speed, to stop at stop signs, and to wear their seat belts, or they will meet the Motors; he is not sure if they have seen the total effect of the sign, since it has been down different times; he thought it might be prudent to try the sign in another location; there are several areas in the City where vehicles are able to get their speeds over 30 mph and closer to 40 mph; this can happen where there is a straight stretch of road between stop signs, such as on Long Valley; there appears to be a problem on Eldorado Meadow coming down the hill, and also on Round Meadow between the two Jed Smiths; he would be more than happy to work with the Public Safety Commission to identify locations where a traffic calming sign may be helpful.

Council Member Fisher wished to point out that both the November and December traffic reports showed a reduction in the number of citations issued from the previous year of 133% and 147% respectively.

Captain Martin had several additional comments:

He wished to thank Hidden Hills for contributing funding, along with the other four cities, that allowed Deputy McGee to attend a motorcycle training course; since completing the course, Deputy McGee is able to train other Motors; at the beginning of the training, the Motors do not always issue citations, but they practice; much of this practicing is done in Hidden Hills, where it is safer for the new riders; if Deputy McGee had not taken this course, training for Motors would have to occur at other stations; because of the training being done here, Hidden Hills sees more of Deputy McGee and his partners.

C. Discussion Regarding Traffic Calming Device

Mayor Freedland introduced the provider of the traffic calming device, Emery Dyer, President of Fortel Traffic, Inc. and Gabe Nussbaum, one of the City's Public Safety Commissioners who has

been very involved with the programming and use of the sign. Mayor Freedland commented as follows:

The sign was installed on a trial basis; there have been some problems with the sign, which has experienced down time; Mr. Dyer has been working with Mr. Nussbaum regarding software issues; the Council Members are concerned with the reliability of the sign, which is very important; he is not sure if the problems have been related to the sign's location, solar energy, the recent amount of rainy days, the size of the batteries, etc.; whatever the cause, the sign certainly becomes less useful the more down time it has; he would like Mr. Dyer to address some of these issues with the Council.

Mr. Dyer provided the following information:

He is the President of Fortel Traffic out of Anaheim, but they also have an office in northern California; he brought his father with him this evening; he is excited to have this business making signs that they truly believe in; they are approaching 500 signs in the state of California; not quite 50% of the signs are solar, but they do have a lot of experience with solar; before this trial sign was installed, four areas were looked at, with the one chosen being his least favorite for a solar sign; it is a challenging area with trees on both sides and facing almost directly north and south, with the sun crossing over the road and shining on the sign for a small window of time; they are here to earn the City's business, not take money from the City; their focus is to make a product that is effective and helps to slow traffic; he would be happy to give any references, such as the city of Chino, which has used the same type of solar unit 24 hours a day for three years; when a unit is actually sold, they set up training and analyze the modes, sunlight, power usage etc.; in this case, the City paid for the installation of the sign on a trial basis, so no one in the City received any training; with just some phone training, Mr. Nussbaum was able to download and upload data from the sign; the sign was installed on 11/16/04, and did work for several weeks before any problems were reported; their internal rule is that if a sign runs for more than three days, it should continue to work; they did program the sign for Hidden Hills to run 24 hours, but in hind sight, should probably have set it up for six hours during the peak times; however, it is up to the City to determine how the sign should be programmed, which sometimes is determined by a before and after study; he does know the sign is an effective tool, and believes the location chosen, although not very sunny, is an excellent place to catch the attention of drivers and slow them down; he and the City staff saw this first hand when watching brake lights after the sign was installed; the number one question people have when they see the sign is whether or not it is taking their picture, which is why he believes the sign has a lasting effect.

In response to Mayor Freedland, Mr. Dyer stated that if the City purchased this one sign, and wanted it moved to other locations, to an existing pole, it would cost \$500 for each move. He

added that the installation of this particular sign was \$1500, due to the fact that his company provided and installed the pole, along with the sign.

Mayor Freedland stated the following:

To be fair to Mr. Dyer, we as a City should have done some work ahead of time, before the sign was installed, to collect data that could have been compared to later data; if that were to be done now, it probably would not have the same effect; both Captain Martin and Motor Deputy McGee believe the sign is effective, when working; the City solicited input from residents, with the comments running approximately 3:1 in favor of the sign; in its present location, the sign may not work unless the hours of operation are changed; he would like Mr. Nussbaum to serve as the City's point person in relation to the sign and to be trained to program it; it appears the Council has three options; the sign could be returned, at a loss of \$1500; this one sign could be purchased, and the City could determine at a later date if it should be placed in a different location, or could be moved to different locations throughout the City when residents may become desensitized to one particular location; or the City could purchase more than the one sign.

In response to Council Member Siegel, Captain Martin stated that a radar trailer does not have PDA capabilities, but it does register speeds, even when covered, and the data can be printed out.

Council Member Siegel commented as follows:

Before locating the sign in a particular spot, perhaps the radar trailer could be used in that location to gather baseline data to give a true test of the change in speeds once the sign is installed; if drivers become desensitized to the sign after a time and the speeds start increasing again, the sign could possibly be moved to another location; it would be less expensive to install several posts at one time, as opposed to the cost the City paid for the one post; different posts throughout the City would add a great deal of versatility for the sign; he does believe the use of the sign has merit.

Council Member Fisher asked if there was any feedback from the Community Association on the sign. Mayor Freedland responded that he had spoken to each of the Board Members individually, but has not heard anything since then, except that originally, Board Member Mitch Jacobs had shown an interest in having the sign installed near his home on Spring Valley. The City Manager added that she recently spoke to another Board Member who favored the sign if it could help slow speeding vehicles.

The following comments were provided by Council Member Fisher:

He has no doubt that the traffic calming device was built with integrity and that it works, although it is difficult to get sunlight when there are too many trees; but Hidden Hills is unique, and he wants to keep it that way; he does not feel that the sign fits in the City; it seems that through the good efforts of the Sheriff's Department, speeding has gone down; it appears the City is trying to justify the expenditure of \$7000+ to reduce the speeding further; the sign may be effective at first, but he does not believe the effects will last; there are other ways to obtain surveys without purchasing this sign; if it were his money, he would rather buy a radar trailer that can be more easily moved around and taken in for repairs if necessary; this sign is just not designed for an area like Hidden Hills.

In response to Mayor Freedland, the City Manager stated that if the Council desired to purchase the traffic calming device, rather than general funds, the City has restricted state CLEEP (California Law Enforcement Equipment Program) funds available.

Mayor Freedland commented as follows:

Many of the residents who live where drivers speed ask the City for help; we send the Motors to those locations, but we cannot have the Motors 24 hours a day and in all locations; if the City has some method of collecting data, then the Sheriff's Department can be asked to target particular areas at particular times; the sign should slow drivers down, and if it does not, the Motor may or may not be there to issue a citation; he agrees that it is not the most attractive sign, but when the choice is between aesthetics and public safety, public safety is much more important.

Mr. Dyer provided the following additional comments:

He is of course biased, but they have worked hard to make the sign look as good as possible; the wood post does look a bit more rustic; it might be possible to tent the sign or use different colors, etc.; studies have been done to analyze the sign's effectiveness; even if the City had conducted a study first, the sign is picking up peak speed data and stores the highest rate of speed, so is comparing peak to peak speeds; he agrees it would be effective to have a radar device slightly downstream, but would disagree that people get too used to the sign and ignore it; there was a study done in San Jose, whereby those speeding were pulled over and given the option of a ticket or taking a survey; what stood out from the survey was that everyone did see the sign, and it did serve as a reminder to slow down; although there are those who will speed no matter what, most people do not want to speed, as they know it is dangerous.

Council Member Siegel thought that all things being equal, the radar trailer, which sits in the parkway, would actually be less attractive than the sign.

Council Member Cohen expressed several concerns:

His main concern is reliability, especially since this sign has not been working; perhaps it is the size of the battery or the sign is too bright and using too much power; if the City purchases a sign, will it be this one or a new one; a preinstallation study was not done, so the effectiveness of the sign cannot be measured; from the November and December traffic reports from the Sheriff, it looks like we do not have a speeding problem; there is no way to tell if that is the result of the sign, the Motors, or something else; he is concerned with aesthetics, although that can perhaps be fixed; he would like to see a period of reliability at this location with this sign.

Mayor Freedland wished to again point out that when this site was chosen, Mr. Dyer did express apprehension that there might not be enough sunlight, but felt any problems could be corrected through programming. Mayor Freedland then asked about the warranty of the sign. Mr. Dyer stated the following:

There is a one year warranty on the parts; when the warranty is up, he would be able to provide a maintenance agreement if the City so desired; he is confident that working with the timing, and perhaps trimming a few hours, the problems can be worked out; another battery could be added if necessary; the sign is now a used sign, and will be sold that way; the City will not be given a new one in its place; out of all the solar units they have sold, not one has died without being corrected in a short period of time; they built the system to run 24 hours a day in mode 1, which is static and on all the time; this is a more rustic, residential area, where the use would be more conservative; they just need to work with the programming to satisfy the City's needs.

As there was no further discussion, upon MOTION of Council Member Siegel and seconded by Mayor Pro Tem Berg, with Council Members Cohen and Fisher opposed, it was resolved on a 3-2 roll call vote to authorize the expenditure of CLEEP funds in the amount of \$8000 plus tax to Fortel Traffic, Inc. for the purchase of the traffic calming device that was already installed in the City on a trial basis.

PUBLIC HEARINGS

A. Minor Accommodation No. 2 23842 Long Valley Road Alteration of an Existing Legal Nonconforming Barn

City Engineer Dirk Lovett presented the following staff report:

This application is to convert an existing legal non-conforming barn, built in 1979, into a 2-car garage and storage room; the barn is within the side yard setback; notices have been posted at City Hall, the Community Center, and all three gates, and mailed to all those properties within a 500' radius; no comments on the proposed project have been received; the side yard setback is 25', with the barn just over 23' from the property line; the footprint will not change; the garage will be accessed from Saddlecreek Road; there are some improvements in the barn that are not permitted; he would suggest that a condition be added to the resolution that these existing non-permitted improvements be brought up to code, approved and properly permitted; in order to approve the minor accommodation, the Council must find that the project will not have a material adverse impact on the public welfare or adjacent properties; he would recommend, based on the evidence, that the Council make the required finding and approve the application and related resolution with the suggested condition.

In response to Mayor Pro Tem Berg, Mr. Lovett and the applicant, Mr. Kahn, explained that there is an existing shed on the site (sitting on dirt, not a pad or concrete) that is not a part of this project, and thus will not affect the footprint.

Mayor Freedland and Mayor Pro Tem Berg both stated they had visited the site, with the other Council Members stating they were familiar with the site. Mayor Freedland then opened the public hearing. As there were no comments, he then closed the hearing. Upon MOTION of Mayor Pro Tem Berg, seconded by Council Member Cohen and unanimously carried, it was resolved to approve the application for Minor Accommodation No. 2 and to adopt by title only, as amended to include a condition that all nonpermitted improvements either be removed or approved and permitted, Resolution No. 755 entitled: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIDDEN HILLS SITTING AS THE PLANNING AGENCY, APPROVING A REQUEST FOR A MINOR ACCOMMODATION FOR A

NONCONFORMING ALTERATION AND REMODEL TO AN EXISTING LEGAL NONCONFORMING BARN LOCATED AT 23842 LONG VALLEY ROAD.

B. Consideration of Amendment to the Hidden Hills Municipal Code Regarding Building Height Cap

The following staff report was presented by Building Official Greg Robinson:

The Community Association recently approved a change in its definition of building height cap; the current code did not prohibit underground garages, but did not have clear requirements for access to this type of garage or clear requirements on how to measure ridge height; the City and Association work closely together to assure that their regulations are as similar as possible to assist applicants in designing structures that can meet the requirements of both agencies; this proposed modification of the Municipal Code continues that process.

Mayor Freedland opened the public hearing. As there were no comments, he closed the public hearing. A discussion then occurred, during which sketches were drawn on the board and questions were raised regarding the widths of driveways, where the width of a driveway is measured, what happens if the driveway wraps around the house, from which point of the driveway or garage opening the height is measured, and what is considered the garage opening. Since there were so many questions, the Council directed staff to again contact the Association to determine the intent of the new definition. Even though the public hearing was closed, the Council agreed to continue its discussion on this matter to the next Council meeting on February 14th.

CONSENT CALENDAR

- A. City Council Minutes – January 10, 2005**
- B. Demand List**
- C. Disbursement List – November**
- D. Financial/Treasurer’s Report – December**

Upon MOTION of Council Member Cohen, seconded by Council Member Siegel and unanimously carried on roll call vote, it was resolved to approve items A, B, C, and D of the consent calendar as submitted.

MATTERS FROM CITY COUNCIL MEMBERS

A. Report from the 1/18/05 Hidden Hills Community Association Board of Directors Meeting

Mayor Freedland extended congratulations to Pamela Boothe, Michael Silberman, Steve Straub, and Mitch Jacobs, all of whom were reelected to the Board of Directors, and again reminded everyone of the Valentine's Musicales on Saturday, February 12th.

Council Member Siegel stated the following:

There have been a number of people who sustained considerable damage to the trails behind their properties; the Board spent time discussing repairs to the trails in light of the safety of riders; the Board may also need to look at the complaints regarding the failure of some of the trails in regard to potential damage to property; if anyone has damage, he would suggest that resident call the Community Association.

B. Report from the 1/18/05 Las Virgenes Malibu Council of Governments (LVMCOG) Meeting

Council Member Siegel, who is the current President of the LVMCOG, presented the following report:

It was a rather long meeting; there is an ongoing push by certain Members of the County Board of Supervisors to increase the cost of contract services provided to cities by the Sheriff's Department; this will be a matter for future discussion as it is determined what the County plans on doing; 101 freeway discussions are still taking place; at this time it does not appear that the freeway will be widened, but restriping to create additional lanes is being studied; the COG received its state required hazard mitigation plan prepared by a consultant hired earlier, which is being reviewed.

MATTERS FROM STAFF

A. Lasher Development - Update

Per City Engineer Dirk Lovett, staff is still in the process of reviewing the recently received screen check draft EIR, and will hopefully have comments to the consultant in the near future.

B. Discussion of Possible Amendments to Hidden Hills Municipal Code Regarding Commercial Restricted (CR) Zone

Mayor Freedland thanked both City Attorney Larry Wiener and City Engineer Dirk Lovett for their work and reports on this issue. Attorney Wiener then presented the following staff report:

The Council has been discussing potential amendments to the CR zone for several months; in response to direction given to staff regarding height and increased setbacks (to 25'), staff has prepared a draft ordinance; the Council also discussed some goals that are more conceptual and hard to reach with traditional zoning tools; these are concepts to promote the "Hidden Hills look", such as minimizing mass and lot coverage, maximizing open space, and encouraging subterranean parking without significantly increasing lot coverage; staff has suggested two things in relation to these conceptual concerns; instead of approaching the concerns through height and setback requirements, the ordinance encourages architects to achieve these goals through superior architectural design; staff is suggesting incentives in both floor area ratio (FAR) and potentially reduced setbacks that might be achieved with a superior design; staff is also suggesting the Council incorporate a concept review into its process; this would require an applicant to come to the Council, at least 30 days before a public hearing, with at a minimum a conceptual design to allow the Council to identify issues with the design; hopefully this would help put the applicant on the right track before getting too far along in the process and before the project is addressed at the public hearing, which should streamline the process; even though the concept review would be required 30 days before the public hearing, the applicant would have the option of coming to the Council even before that, which would be ideal for the applicant and encourage the type of design the Council is looking for; if the Council is comfortable with these two suggestions, staff can notice a public hearing for the introduction and first reading of the proposed ordinance for the next Council meeting on 2/14/05.

Mayor Pro Tem Berg was very pleased with the work done by staff, but had one suggestion. He would like to require the applicant to provide at the public hearing both a rendering of the project and also some type of three-dimensional model or mock-up, which should be much easier for

everyone to see and understand than just blueprints. City Engineer Lovett thought it might be appropriate to accept some type of computerized presentation.

Architect Joe Klamon, representing Arnold Meyerstein, the owner of much of the property in the City's CR zone, addressed the Council:

Most architects do not build models any more; they do three-dimensional digital models, which are easier to change, and also use animation; they begin by doing massing models on the computer, and then digitally build a building; they photograph the approach to the building and the sky, and even put in trees; through the animation, it would appear as if you were driving through the project.

The Council, staff, and audience then engaged in a fairly lengthy discussion, during which the following issues were raised and points made:

What is meant by a 30' height as opposed to a 34' height cap; this could refer to the roof line (where the walls of the building meet the roof) as opposed to the center of the roof, which would allow some pitch; staff has used this to refer to heights in relation to slopes on a property, to prevent a building from stepping up a slope and becoming numerous stories tall; what should be the minimum lot size; the current code requires a 4:12 roof pitch; should a flat roof be allowed; where can the mechanical equipment be placed; is there room for it if a certain pitch is required; are eaves allowed to extend into the setbacks; definitions will be included in the ordinance that is brought back for consideration at the next meeting; parking spaces should be defined; what is the ratio of compact spaces to regular spaces; since the City's handicapped parking requirements are more relaxed than the federal and state, the ordinance can defer to those requirements; rather than notice just those property owners within 500' of a proposed project, all of the residents of the City should be notified; there are provisions for signs; pole signs should not be allowed, nor offsite signage; when a sign is limited to so many square feet, that usually refers to the face of the sign; what type of lighting is allowed for signs and for parking lots; some lighting should be allowed in parking lots for public safety; what will be allowed in the setbacks in relation to parking, driveways, sidewalks, and landscaping; vehicular and pedestrian ingress and egress must be allowed in setbacks; will the setbacks abutting residential properties be treated differently; perhaps allowing more parking in setbacks next to residential properties could push the building itself further away, which could be more desirable; rather than stating very specific requirements for such things as fencing, walls, and landscaping, that is the purpose of the concept review, which leaves options open and allows the City to work with the developer and architect.

At this point, the Council directed staff to prepare a final draft ordinance, per the above discussion, for a public hearing at the next Council meeting on 2/14/05, at which time any public comments will be welcome.

Mr. Klamon wished to again address the Council, at which time he made the following comments:

He has already been working for his client on a design for a building in the CR zone based on the existing zoning requirements; they are looking at an 11,000 square foot building within 10' of the nearby residential property; they do have a 6' wall and 5' landscaping area planned; if the setback is changed to 25', they may have to cantilever the building out over the parking; even though this would be much more expensive, maybe they should just assume there will be a 25' easement; they have a 30' easement on the other side of the property which can only be used for parking; he would like to see any changes be approved as soon as possible, as it is costing his client to wait; it is their intent to work with the City and end up with a great project.

C. Right-of-Way Survey for Front Gate Area - Update

City Engineer Dirk Lovett informed the Council that the text information was received from the title company Friday evening, but we are still waiting for the plot of easements, which should take another two-four days. Once this information is obtained, it will all be forwarded to Chris Nelson, who is completing the survey for the City.

Mayor Pro Tem Berg asked if easements would be required on any concept plans submitted to the City. City Attorney Larry Wiener stated that would be an application requirement.

D. Consideration of Approval of Deposit Payable to James Event Productions to Provide Rides and Games for the 2005 Fiesta

Upon MOTION of Council Member Cohen, seconded by Mayor Pro Tem Berg and unanimously carried on roll call vote, it was resolved to authorize the payment of a \$10,000 deposit to James Event Productions to provide rides and games for the October 1, 2005 Hidden Hills Fiesta. Per

the staff report, the deposit was necessary at this time to confirm and hold that specific date, with the deposit being refundable until June 1, 2005.

E. Charles Abbott Monthly Report

The report was received and filed.

ADJOURNMENT

There being no further business to come before the Council, upon MOTION of Mayor Pro Tem Berg, seconded by Council Member Siegel and unanimously carried, it was resolved to adjourn the regular meeting of January 24, 2005 at 9:12 p.m.

Steve Freedland, Mayor

ATTEST:

Cherie L. Paglia, City Manager/City Clerk