



Minutes
Regular Meeting
Public Works and Sustainability Commission – 7 P.M
Monday, June 23, 2025

A. CALL TO ORDER

A Regular Meeting of the Redondo Beach Public Works and Sustainability Commission and Budget and Finance Commission was called to order by Chair Arrata at 7:00 P.M., in the City Hall Council Chambers, 415 Diamond Street, Redondo Beach, California, and teleconference.

B. ROLL CALL

Commissioners Present: Simpson, Nafissi, Beeli, Tsao, Chair Arrata

Commissioners Absent: Bajaj, Anderson

Officials Present: Lauren Sablan, City Engineer
Jesse Reyes, Capital Projects Manager/PWSC Liaison

C. SALUTE TO THE FLAG

Commissioner Beeli led the Commissioners in a salute to the flag.

D. APPROVE ORDER OF AGENDA

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to approve the order of the agenda.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

E. BLUE FOLDER ITEMS - ADDITIONAL BACK UP MATERIALS

E.1. BLUE FOLDER

Liaison Reyes reported they had several Blue Folder Items associated with Item J.1.

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to accept the Blue Folder items.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

F. CONSENT CALENDAR

F.1. APPROVE AFFIDAVIT OF POSTING FOR THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING

F.2. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION AND

BUDGET AND FINANCE COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 SPECIAL JOINT MEETING

F.3. APPROVE THE PUBLIC WORKS AND SUSTAINABILITY COMMISSION MEETING MINUTES FOR THE APRIL 28, 2025 REGULAR MEETING

Motion by Commissioner Simpson, seconded by Commissioner Nafissi, to accept the Consent Calendar.

Liaison Reyes reported no one online and no eComments.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

G. EXCLUDED CONSENT CALENDAR ITEMS - None

H. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

H.1. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Darryl Boyd, 500-600 North Prospect Ave block resident, stated, last Saturday at 10:45 a.m., he was nearly T-boned by a speeding blue Tesla car with a young, male driver; explained he was exiting the north end of his street to cross Prospect Ave, and make a right turn onto Beryl St when the Tesla driving at excessive speed, came on the left southbound lane and straight at him; stated luckily the right, southbound lane was clear and the driver was able to swerve and avoid hitting him; noted that is a common situation for that area; reported there have been multiple collisions at Beryl and North Prospect Ave and warned things will only get worse; recalled two instances with cars flying over the median and on to North Prospect, one at 521 and one at 523 North Prospect Ave.; stated nothing has been done for decades to make their area safer or combat the noise issues; reported that 45 to 50 decibels is considered acceptable by both LA County code Section 12.08.390 and the City of Redondo Beach code Section 4-24.301 and yet their area is constantly at noise levels of 64.3 to 68.8 decibels and as high as 85.2 during afternoon drive times; noted the City has acknowledged the noise levels but has not done anything about it and wondered why; spoke of the residents having no input regarding the work that has been done and the work has made the area worse for them; mentioned traffic calming is on the agenda for Flagler and Clark Lane tonight and has been discussed for Broadway at another meeting but no one is discussing it for 500 to 600 North Prospect Ave.

Motion by Commissioner Nafissi, seconded by Commissioner Beeli, to extend Darryl Boyd for one minute.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

Darryl Boyd stated there was no clear plan for the area and what has been done is only been cosmetic; reported the situation is considered a public safety and noise nuisance and is defined under California Penal Codes 372 and 373 A; spoke of the residents rights under California Civil Code and noted it is affecting their physical and mental health; urged

the Commission to have the City correct the area properly and quickly.

Liaison Reyes reported no one on Zoom and no eComments.

I. ITEMS CONTINUED FROM PREVIOUS AGENDAS - None

J. ITEMS FOR DISCUSSION PRIOR TO ACTION

J.1. RECEIVE AND FILE THE LOS ANGELES COUNTY SANITATION DISTRICT'S PRESENTATION

City Engineer Sablan introduced Danielle Maurizio, a supervising Engineer in the Solid Waste Dept from the Los Angeles County Sanitation District.

Danielle Maurizio provided a PowerPoint presentation, which included:

- Our Mission: To protect public health and the environment through innovative and cost-effective wastewater and solid waste management and, in doing so, convert waste into resources such as recycled water, energy and recycled materials.
- They are a confederation of 24 independent special districts, providing wastewater and solid waste services; provided a map of their districts.
- They serve 5.6 million people, 78 cities, 824 square miles
- Their 11 plants treat about 400 million gallons per day
- Wastewater is sewer water, which is produced by flushing toilets, taking a shower, doing laundry, etc.
- They maintain 1,400 miles of trunk sewers; sewage enters about 30 feet below the ground
- First stage in the water treatment process: Primary treatment, which is sedimentation.
- Second stage is a biological process; stated aeration is the key to secondary treatment; provided more detail on the process and how microorganisms are settled out and the good water will float to the top; noted secondary effluent is skimmed off the top.
- Third stage: Tertiary treatment is filtration and disinfection similar to drinking water treatment, only their water recycling plants have this treatment.
- Showed that filters have three components
- The Warren water all currently goes to the ocean.
- Last step: takes 10 to 12 hours to produce clean water and they have chlorination to kill pathogens.
- Total amount of water that they treat every year was projected on a graph; noted ozone discharge is a lost opportunity at this time.
- Cleaned water is used for groundwater recharge.
- Recycled water augments local water supply.
- Wasted solids are all treated at JWPCP

- Solid Waste Facilities: Calabasas, Mission Canyon, Scholl Canyon, Palos Verdes, South Gate, Puente Hills, Spadra, and DART
- Operating Landfills: Scholl Canyon and Calabasas
- Materials Recovery & Transfer Stations: Puente Hills Materials Recovery Facility and South Gate Transfer Station
- Puente Hills Materials Recovery Facility (PHMRF) – they also recover a lot of recycled material; mentioned the recycled bales are sold by Athens to recyclers.
- Food waste that is disposed of in landfills can release methane to the environment and that is a bad thing so that is why they have a food waste program.
- Mandates: AB 1826 – Mandatory commercial organics recycling; SB 1383 - Drove the Food Waste Initiative and created the Green waste bin
- Food waste process – explained the process.
- Most of biosolids are composted with ag waste
- Green Energy production & sales – 53%: Landfill Gas-to-Energy; 47% Digester Gas-to-Energy; they produce enough power to power 43,000 homes.

Chair Arrata asked about meeting thresholds.

Danielle Maurizio noted that cities need to meet the thresholds, and they are helping cities fulfill their mandates; stated they try to have high diversion rates at their facilities because that is important to cities.

Commissioner Beeli asked where the solid waste goes from the Warren Facility.

Danielle Maurizio reported they go into the digesters; noted food waste and wastewater solids are digested in the 24 digesters, the solids are put back into the pipeline and is sent to the Warren Facility and Warren will restore the solids back out.

Commissioner Beeli asked what happens to the solids then.

Danielle Maurizio mentioned after they go through the biological processes, they are left with biosolids and those go to the compost facility and are turned into compost, and it becomes fertilizer; reported the end goal is beneficial reuse of everything.

More discussion followed regarding how many truckloads they see a day and the amount of material they need to get rid of.

Liaison Reyes reported no hands raised on Zoom and no eComments.

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to receive and file the presentation given by Danielle Maurizio.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

J.2. DISCUSSION OF STRIPING ENHANCEMENTS ON PROSPECT FRONTAGE ROAD (500-600 BLOCK)

Traffic Engineer Ryan Liu provided a presentation for this Item:

- Background
 - Speeding/safety concerns along Prospect frontage road (500-600 block)
 - Concerns about one-way violations
 - Discussed at various meetings – PWSC April 2025
 - PWSC recommended striping improvements to reinforce one-way
 - 1+ resident not in favor of removing left-turn access at BCHD. Trial not recommended; mentioned the Commission also declined to recommend speed cushions.
- Traffic Data
 - 75 cars/day average, very low
 - 24 mph speeds, under limit
 - No advantage for using frontage road as a cut-through
 - Wrong-way violations likely residents ignoring signs/markings
- Proposal
 - Striping to guide SE-bound drivers to signal
 - Striping to narrow one-way opening
 - Red reflective pavement markers to reinforce one-way
 - Red curb to facilitate traffic and striping visibility

Traffic Engineer Liu stated the proposed treatments can be done by City crews; mentioned the thermoplastic striping would need to be done by a contractor, which he noted can be difficult to get done these days; believed the proposed solutions will help the area; provided a slide showing the proposed striping and red curbs for the area and explained the City's reasoning for the solutions recommended; stated the plan was sent to residents during the noticing for this item for all 27 residents along the frontage road.

- Public Feedback
 - Public feedback included in agenda and Blue Folder
 - At least 1 resident opposes removing street parking along home side of frontage road.
 - Staff proposal complies with Federal/State standards (CAMUTCD) and local conditions
 - Some suggested Caltrans countermeasures were official Requests for Experiment through State committee (CTCDC, 1/2019), CoRB was not party to those experiments.
 - Caltrans formally ended those experiments (CTCDC, 11/2022).
 - In any case, those experimental countermeasures would not have applied since they require a limit line.
- Recommendation
 - Recommend striping improvements as presented
 - Other recommendations as determined by the PWSC.

Mark Nelson provided a picture of the current problem with cars parked on the street pointed south; mentioned they say turning left is just fine; noted he has lived in one of the homes in the intersection for 35 years; reported the one-way problem is 90% illegal left turns coming off Big Prospect because Big Prospect has no U-turns; mentioned the cars parked pointed south send the wrong message to other drivers who make U-turns on frontage; reported he has a terabyte of video data showing the illegal incidents; opined they do not need any parking spaces in that area, there are 68 on-street parking places for 27 houses; felt the reflective dots that are recommended will not do anything since drivers ignore the DO NOT ENTER signs and NO U-TURN signs and go down the WRONG WAY street; recommended the City put 10 more feet of red curb behind the 20 feet of red curb near the bus stop; stated the bus stop is invisible and many bad incidents happen at locations that are hidden.

Motion by Commissioner Nafissi, seconded by Commissioner Beeli, to extend Mark Nelson for one more minute.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

Mark Nelson continued that the residents really want visibility into that bus stop; reported the UC system did a study and reported that visibility is key to safety for bus stops; mentioned he has been a commercial industrial developer, his dad died in the line of duty and he comes from an LEO family and public convenience is not what they did; urged the Commission to give more red curb.

Motions by Commissioner Simpson, seconded by Chair Arrata, to receive and file Mark Nelson's submission.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

Liaison Reyes reported a hand raised on Zoom.

Bernard Dubois (via Zoom), 513 Prospect Ave., stated that the City has proposed to make the curb in front of his house red and that is a problem for him since that is the only parking spot in front of his house; suggested the City get rid of the one-way and put a right hand turn down at the south end of the street; noted he would like to see something changed to help guide traffic back out onto Prospect instead of going down the one-way street but said even the residents of the area go down the wrong way and park their cars facing south; urged the City not to paint the curb in front of his house red.

Les Lee (via Zoom) spoke about 500 Prospect T intersection being a very busy area for pedestrians of all ages; noted pedestrians already need to watch out for eBikes, scooters, and skateboards so cars parked in the intersection causes more visibility problems when crossing the frontage; urged the Commission to advise against parking in the T-intersection stating the intersection is already complicated; asked the Commission to see the error in this plan and reject it.

Liaison Reyes reported no one else online and no eComments and two eComments in support of the striping enhancements.

Commissioner Tsao asked Traffic Engineer Liu if the City is recommending any flexible delineators or just marking on the street.

Traffic Engineer Liu stated that the Commission could recommend delineators but that any delineation put on the street would hamper street sweeping.

Discussion followed regarding the parking spaces in the intersection and that the proposal is to preserve one space definitively for any size vehicle to park, public comment for and against red curbing the entire where the illegal U-turns take place.

Traffic Engineer Liu noted that if they take away the parking in that area, more people may use it as a U-turn because the parked cars make it tougher to make a U-turn; spoke of putting more additional striping there or other enhancements to make it not possible to make a U-turn.

Commissioner Nafissi asked how many feet are needed for a two-lane street, what is the typical width.

Traffic Engineer Liu stated about 36 feet but if you have two 8-foot parking lanes on either side you would want an additional 20 feet.

Commissioner Nafissi asked if the City has ever discussed closing one opening, mentioned it is not typical for a street to have three openings; noted that the one extra opening is causing so much drama.

Traffic Engineer Liu stated that was the proposal in the previous meeting, so they discussed using barricades to block off entry since there are entries at Beryl and Diamond; reported that one of the recent public comments alluded to someone being glad it wasn't closed and stated at the previous meeting the Commission chose not to pursue the proposed closure of one entry.

Commissioner Nafissi asked if the City ever discussed a "No Outlet" on one of the ends.

Traffic Engineer Liu said no, they did not propose closing off the Beryl or Diamond side because more circulation changes would be needed.

Commissioner Nafissi asked how much opposition they received.

Traffic Engineer Liu stated one person was opposed.

Commissioner Nafissi voiced her surprise that only one person was the reason it was not done.

Traffic Engineer Liu noted that they could not do it without the Commission's approval.

Discussion between Commissioner Nafissi ensued. Commissioner Nafissi wanted to clarify the purpose of the recommended red curb and the parking space inside the intersection. Traffic Engineer Liu explained the purpose of the parking space is that if a car is parked there, it would be parked exactly between all the other red striping, so if a car is parked there, other cars would see all the red striping and they wanted to minimize the complete loss of parking.

Chair Arrata asked what the effects of completely red striping the area would be.

Traffic Engineer Liu said, if a driver wanted to make that illegal U-turn and go the wrong way, it would make it easier to do so and more people would continue to do it.

Someone from the audience was speaking and Liaison Reyes asked to maintain order.

Commissioner Tsao wondered what delineators could be put in to solve some of the issues.

Commissioner Nafissi asked what delineators are and what they actually do.

Traffic Engineer Liu explained the delineators are flexible posts that would probably scratch up a car if they are hit but are flexible; gave some examples of where RB has some already; noted that they help guide vehicles away from certain areas, encourage turns, but do need to be replaced from time to time and the street sweepers cannot go over them.

More discussion followed on the use of delineators, the possibility of extending the curb out so it only allows for one way in, and any other possible solutions.

Commissioner Beeli suggested putting delineators on the yellow perforated line.

Traffic Engineer Liu explained that would cause issues for the person that lives there and delivery trucks serving the area plus the delineators would need to be replaced often.

Commissioner Tsao asked how long that street has been a One-Way.

Traffic Engineer Liu said they researched it and they do not know; stated they think it was created as a One-Way to prevent a lot of the cut through traffic.

Commissioner Steven Anderson (via Zoom as a participant) apologized he could not be there; thanked Traffic Engineer Liu for all his efforts; reminded his fellow Commissioners that the option offered that night was a temporary option and could be altered in the event they are not seeing the desired results; commented on the Blue Folder item regarding the sound wall request from the residents and felt they should make a recommendation to the City to investigate funding a sound wall; noted it would be a Prop 218 discussion element.

Commissioner Nafissi asked about the K-rail barrier shared by a resident in one of the attachments.

Traffic Engineer Liu stated this agenda item is purely about the treatments at this intersection and reminded her that if anything is discussed related to the corridor, she would need to recuse herself.

Commissioner Nafissi clarified she meant an option to put a K-rail instead of delineators where the parking spaces were proposed.

Traffic Engineer Liu stated it would be a possibility, but it is not an attractive option and felt residents would not like that.

Commissioner Nafissi wondered if the residents whose homes would be affected could speak, that would be Mark Nelson and Bernard Dubois.

Mark Nelson stated he is fine without the parking; gave details regarding the use of the area of Prospect frontage road and the Wrong way street including use by bikes, eBikes, scooters, pedestrians, etc.; reported the red curb would be his preference.

Bernard Dubois (via Zoom) reported that he does not want the red curb or the K-rail and mentioned his property value would go down; stated that no matter what the City does to the intersection, people are going to break the law.

Commissioner Nafissi asked Mr. Dubois to give his preference whether he would like the curb extended or the left hand turn lane.

Bernard Dubois felt that signage would be the biggest help to that area, if they could prevent drivers from turning right on that street.

Commissioner Nafissi asked Mark Nelson if he had a preference on mitigation with actual physical barriers or signs.

Mark Nelson felt a big "No Left Turn" sign would be helpful where drivers make the illegal U-turn.

More discussion followed regarding where the sign would go, the confusion of additional signage in the intersection, the complications of that intersection, and the possibility of illuminated signage.

Motion by Commissioner Simpson to approve the recommendation made by staff.

Commissioner Tsao asked what the issues were with putting a small median with a sign and delineators in the double yellow stripe; felt it looked wide enough.

Traffic Engineer Liu reported that Amazon delivery trucks would not be able to fit without hitting the signs.

More discussion followed regarding the confusion additional signage would cause that intersection, clarification that staff's recommendation can be temporary and used as a pilot for that area.

City Engineer Sablan said they will continue to monitor the intersection and are happy to take any feedback after its been installed and modifications can be made.

More discussion followed regarding adding a "No U-turn" sign, having signage indicating that cars need to park facing north, municipal code changes involved, red curb near the bus stop, and other possible additions to staff's recommendation.

Commissioner Tsao brought up the dangers of adding more signage add/or more markings.

More discussion followed regarding blocking off the opening, and it was already agendized, discussed, and voted on at the last meeting.

City Engineer Sablan interjected the discussion regarding redirecting traffic to note that any plan for that would need to be studied and agendized and the direction for the meeting that day is simply reinforcing the existing use and function of the street; stated the Commission is asked whether or not they would accept the implementation to stripe; stated to explore a change of direction or closing would be a much bigger conversation.

Chair Arrata redirected back to the flashing sign and asked the cost and wondered if it would be helpful in this unique situation.

Traffic Engineer Liu said it is about \$1000 for the sign but noted a flashing sign in that area causes concern since it will add confusion since there are already traffic lights at the intersection.

Discussion followed regarding the motion made and possible additions to the motion.

Commissioner Beeli made a friendly amendment to accept the staff's plans with alterations for the red curb of the bus stop to extend to the foliage, and also to make a determination if the City can designate the parking spots in front of the property addresses 511 and 513 to be northbound facing.

Commissioner Simpson accepted the friendly amendment.

Public Works Director Winje spoke to clarify that the City would need to find out about the legalities of the parking situation and would not be able to execute the motion without some legal advice from PD and the City Attorney.

Discussion followed regarding making it a 3-month pilot and having data come back to the Commission after that time.

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to accept the staff striping improvements with the addition of the addition of the red curb at the bus stop to extend to the foliage, and to examine the parking spot for the direction to make sure it is legal and have it as a 3-month pilot.

Liaison Reyes reported no other eComments and no one online.

ROLL CALL VOTE:

Ayes: Simpson, Nafissi, Beeli, Tsao, Chair Arrata

Noes: None

Absent: Anderson, Bajaj

Motion carried 5-0. Commissioners Bajaj and Anderson were absent.

J.3. DISCUSSION OF TRAFFIC CALMING MEASURES AT FLAGLER/CLARK INTERSECTION

Traffic Engineer Liu provided some background on the item; mentioned a home builder, a resident, and the District 4 Councilmember all asked about traffic calming measures for the Flagler Lane/Clark Lane intersection; stated they were given direction by the District 4 Councilmember to look at alternative traffic calming measures at the intersection; provided a PowerPoint presentation; explained that Flagler does not have parking even though both streets have 28 foot streets up in North Redondo; provided the City's policies for All Ways Stop: City AWS Policy and CAMUTCD have warrants for AWS or exploring other countermeasures; AWS not appropriate for speed control, AWS not appropriate if streets have very different characteristics; stated with the direction from the Councilmember, they did a traffic study to look at collisions, traffic speeds, and traffic volumes to determine possible solutions; noted that staff also did an engineering analysis

at the intersection and did not note any significant visibility issues; provided a slide with their analysis:

- No visibility issues
- Two collisions within past five years, potentially correctible with AWS or other measures
- 30 mph 85th percentile speeds
- Only 12% of traffic originates from Clark
- 2,671 vehicles/day on Flagler, higher than typical.

Traffic Engineer Liu stated the City is proposing a median island at the intersection to narrow the lanes and force a lateral shift and slowing to bring down speeds on Flagler; noted this is possible on Flagler since there is no parking on either side of the street; provided a slide with two options:

Two Material Options:

1) Creating a median with yellow domes: cheap and easy to install, feels like a speed bump, not as aesthetically pleasing or impactful, similar at Harkness/Agate

2) Modular median which is drilled into the ground: more expensive, full height curb, more effective, impactful and aesthetically pleasing, similar at Beryl/Guadalupe

Traffic Engineer Liu stated staff's recommendation is to put an intersection median traffic calming treatment at Flagler/Clark.

The Commission invited public comment.

Steven Pazanti, 1812 Clark Lane, commented that he walks his dog there all the time and has witnessed the rushing vehicles including eBikes going to all the schools in the area in the morning; noted he has seen some close calls with people on their phones and speeding from one stop sign to the next; noticed the effectiveness of the speed bumps and stated it does slow people down.

Katie Vorsilak, 1903 Clark Lane, stated Clark is the only street on Flagler that does not have an AWS and wondered why that is; noted during the twilight hours the visibility is very poor and felt an AWS would be ideal there but would be in support of the calming measures recommended if an AWS is not an option; requested it be a pilot program so the residents could provide feedback.

Liaison Reyes reported no one online and no eComments.

Chair Arrata asked about the early option shown with a median island.

Traffic Engineer Liu reported that is a permanent installation and requires a CIP project and they do not currently have the funds for it; noted the proposed options are quick and something the City can achieve with the funds they currently have.

Commissioner Simpson asked if the permanent option would be available at a later time.

Traffic Engineer Liu stated they would need an appropriation from the City Council; mentioned the options they are proposing are available now.

Chair Arrata asked about the AWS that was mentioned by Katie Vorsilak.

Traffic Engineer Liu reported those stop signs were installed before he worked at the City and does not know the reasons behind not putting an AWS there.

Discussion followed on cost of stop signs vs a median.

Traffic Engineer Liu stated the whole reason why they proposed the options before the Commission is because they are trying to use the data that is in front of them and if they put a stop sign they would probably hear a lot of complaints about noncompliance; noted they can not enforce every single stop sign in the City so they are trying to be creative and try other options.

Commissioner Nafissi asked if the idea is to be more creative and give the perception of a narrower street so people would slow down.

Traffic Engineer Liu said yes, they are trying to create a visual barrier and also trying to preserve some level of stop sign compliance at other locations.

More discussion followed regarding the two options presented, the concern from the local home builder, and if this has been an issue in the past.

Commissioner Simpson mentioned he drives down Flagler often and felt the recommendation would be very effective and useful way to calm the traffic.

Commissioner Tsao asked if the City has implemented this anywhere else.

Traffic Engineer Liu spoke about doing a mini form of it at Del Amo/Paulina; felt it has been effective.

Commissioner Simpson asked which of the two options the City would prefer they go with or if they are just looking for approval.

Public Works Director Winje stated what they would like would be the Commission to vote yes or no; mentioned cost is an issue since he did not get any more money in the budget for traffic calming; noted if the Commission is completely opposed to one option over the other then they can let him know but if not, he is looking for yes or no and then he can go from there with the financials and see which the City can afford; noted, if they want an AWS, then they would need to appeal to the District 4 Councilmember and have him bring it forward for a future consideration at another meeting.

Motion by Commissioner Beeli, seconded by Chair Arrata, to accept the recommendation for traffic calming measures for the intersection at Flagler and Clark and bring it back for a future Commission to provide feedback.

ROLL CALL VOTE:

Ayes: Simpson, Nafissi, Beeli, Tsao, Chair Arrata

Noes: None

Absent: Anderson, Bajaj

Motion carried 5-0. Commissioners Bajaj and Anderson were absent.

J.4. DISCUSSION OF POTENTIAL REFORMS TO THE CITY'S PREFERENTIAL PARKING PERMIT PROGRAM

Traffic Engineer Liu stated this will be a high-level discussion based on a referral request for discussion from the Commission; noted there may be some administrative constraints with the PD and municipal code; spoke about the issues stemming from issues created around the holidays with Avenue H, the holiday lights in Torrance, and the effects created in that area; stated he will be giving the Commission an overview of the program and some of the recommendations based on the City's Public Works and remarks from the PD; provided a presentation:

- Permit Types
 - Annual Parking Meter – available to all
 - Riviera Village Employees – RV employees, specific meters
 - Waterfront Employees
 - Preferential Parking Permits (PPP) – residents of block only
 - Oversized Vehicle
 - Senior Parking Meter – 62+, only around senior center
- Background
 - Request from PWSC
 - Resident parking issues along Ave H during holiday lights season
 - Residents' perceived unfairness due to effects of existing one-block PPP zones
 - Staff (PW and PD) difficulties administering PPP Program
 - Residents' difficulties interacting with PPP Program because the City is paper-based, confusion on how to get a zone approved and buy a permit

Traffic Engineer Liu stated every year during permit renewal period, the County is flooded with residents with questions wanting to renew their permits and they have some recommendations for that; provided the issues they have determined:

- Issues

- Difficult to add or remove seasonal permit zones (RBMC does not allow)
- Too many PPP types (multiple zones on a single street)
- Difficult to remove zones (requires 2/3 petition by existing zone residents)
- Restrictions are binary (no time limit-based restrictions)
- Enforcement and administration is paper-based and largely in-person

Traffic Engineer Liu mentioned the RBPD will be planning to address enforcement issues over time with license plate reader software and other resources; provided a map with the zones being discussed and explained the issues in more detail; presented staff's recommendations:

- Recommendations

- Revise RBMC: Allow staff to recommend additions/revisions/removals when thresholds met, subject to PWSC hearing
- Revise RBMC: allow for seasonal/temporary zones
- Setting limits on one-day visitor permits
- Allow for short-term public parking, permits exempt. Helps with resident vendors/visitors. Requires improved enforcement.
- PD: Move to online and LP-based permit system. No more stickers.
- Divide City into parking permit districts. Only streets that meet RBMC thresholds are subject to PPP restrictions. Streets join the permit district.

Traffic Engineer Liu gave examples of cities that use this type of system: Inglewood, Culver City, and Santa Monica.

Public Works Director Winje wanted to give some commentary on the item; noted that the City's parking permit system is outdated as written in the municipal code; stated tonight they are asking for the Commission's opinions and the public's opinion so they can work on ways to improve the system; spoke about doing a similar process for the area of Gertruda and that the City Engineer had to make some findings in order to justify changing the zones; mentioned the staff's ability is limited unless they can adapt or modify codes and propose it to City Council; stated their purpose tonight is to try to modernize the language and develop recommendations for the City Council.

Liaison Reyes reported no hands raised on Zoom and no eComments.

Commissioner Beeli mentioned a new company that moved into the Impulse warehouse has been taking up parking spaces in the area, blocking driveways, and making the situation tough into the Manhattan Beach frontage road; asked what would the next steps be for those residents.

Traffic Engineer Liu said they have provided the forms to that resident and the City is

waiting for them to be returned with signatures; stated once they have those forms they can begin the study.

Commissioner Nafissi asked if there could be priority parking for people that live near school and parks; explained the issues they have just to park near their own homes; spoke of unhoused people also living in their cars near parks.

Traffic Engineer Liu noted they need direction from the City Council to pursue some of these requests or for the Commissioners to speak directly to their Councilmember for their district.

More discussion followed regarding the parking issues and the restrictions of the current codes.

Chair Arrata asked about the license plate scanning and how will they determine when family or visitors are visiting their relatives.

Traffic Engineer Liu said that is why they would like to propose short-term general public parking for certain areas; explained some of the situations and ideas he had in mind to make it easier for residents for those instances; mentioned he is hoping a lot of these ideas will be modernized and done electronically to make it easier for residents.

More discussion followed regarding the negative feedback with parking passes, the types of permits, the revenue generated from parking passes and permits, and other challenges residents experience.

Motion by Commissioner Simpson, seconded by Commissioner Nafissi, based on the presentation, to recommend staff go forward with working on the parking plan.

Traffic Engineer Liu reminded the Commission any recommendations that require code changes will have to go through the City Council in conjunction with the PD since they manage it daily.

ROLL CALL VOTE:

Ayes: Simpson, Nafissi, Beeli, Tsao, Chair Arrata

Noes: None

Absent: Anderson, Bajaj

Motion carried 5-0. Commissioners Bajaj and Anderson were absent.

K. COMMISSION MEMBER ITEMS AND FUTURE COMMISSION AGENDA TOPICS

Commissioner Beeli spoke of looking into how many accessory dwelling units have been permitted by the City in the areas surrounding schools and parks and if it impacts other public parking areas.

Public Works Director Winje asked if his referral is for the Public Works Department to bring a report of the number of ADUs built around schools and parks; stated they can inquire with the Planning Department about that number and give the Commission a simple report and make it a Consent Calendar item for data; mentioned a vote by the Commission is needed if that is the will of the Commission.

The Commission voted by voice vote to have the Public Works department provide a simple report via a Consent Calendar item on the data regarding parking near schools and parks.

Motion carried 5-0 by voice vote. Commissioners Bajaj and Anderson were absent.

Commissioner Nafissi asked if they would be able to get a summary report on discussions City Council has had with the School District.

Public Works Director Winje recalled it might be a Strategic Plan item or referral from the Council to the staff to do that and if so, they can bring it forward; reminded the Commission that, while they are currently in session, if they know they will not have a quorum due to planned absences they can cancel future meetings at this time.

The Commission discussed it and found they will have a quorum at the next meeting.

L. ADJOURNMENT – 9:35 p.m.

Motion by Commissioner Simpson, seconded by Commissioner Beeli, to adjourn the meeting at 9:35 p.m. to the next regular meeting of the Redondo Beach Public Works and Sustainability Commission to be held at 7:00 p.m. on July 28, 2025, in the Redondo Beach Council Chambers, at 415 Diamond Street, Redondo Beach, California.

Motion carried 5-0. Commissioners Bajaj and Anderson were absent.

All written comments submitted via eComment are included in the record and available for public review on the City website.

Respectfully submitted:



Andrew Winje
Public Works Director