

**MINUTES OF A
REGULAR MEETING OF THE
CITY COUNCIL
OF THE
CITY OF CORONADO/
THE CITY OF CORONADO ACTING AS THE SUCCESSOR
AGENCY TO THE COMMUNITY DEVELOPMENT AGENCY
OF THE CITY OF CORONADO
Coronado City Hall
1825 Strand Way
Coronado, CA 92118
Tuesday, September 2, 2014**

CALL TO ORDER / ROLL CALL 3:14 p.m.

**Present: Bailey, Denny, Ovrom, Tanaka, Woiwode
Absent: None**

ANNOUNCEMENT OF CLOSED SESSION

- 1. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION
AUTHORITY: Government Code Section 54956.9(a)
NAME OF CASE: City of Coronado, et al. v. State of California Department of Finance, et al.
 Sacramento County Superior Court Case No. 34-2013-80001694-CU-WM-GDS**

- 2. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
AUTHORITY: Government Code Section 54956.9(a)
NAME OF CASE: Michael Lewis, et al. v. City of Coronado, et al.
 U.S. District Court of California (Case No. 13-cv-2818-L(JMA))**

- 3. COMMUNICATIONS - ORAL: None.**

The City Council adjourned to Closed Session at 3:15 pm.

The City Council reconvened at 3:35 pm. Mayor Tanaka announced that direction was given to staff.

Mayor Tanaka called the regular meeting to order at 4 p.m.

1. ROLL CALL:

Present: Council Members/Agency Members Bailey, Denny, Ovrom,
Woiwode and Mayor Tanaka

Absent: None

Also Present: City Manager/Agency Executive Director Blair King
City Attorney/Agency Counsel Johanna Canlas
City Clerk/Agency Secretary Mary Clifford

2. INVOCATION AND PLEDGE OF ALLEGIANCE. Councilmember Ovrom provided the invocation and Mayor Tanaka led the Pledge of Allegiance.

3. MINUTES: Approval of the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of August 19, 2014.

MSUC (Woiwode/Bailey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of August 19, 2014, as submitted. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.

AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: None
ABSTAINING: None
ABSENT: None

4. CEREMONIAL PRESENTATIONS: None.

5. CONSENT CALENDAR: The City Council approved, adopted and/or accepted as one item of business Consent Agenda Items 5a through 5j with the exception of Items 5d, 5h and 5j.

Councilmember Ovrom requested the removal of Item 5h and 5j.

Councilmember Denny requested the removal of Item 5d. She will abstain from voting on 5b, 5f and 5g. She referred to the staff reports for both Items 5f and 5g and feels they are pretty slim and she is concerned because they don't give proper notice and there is not enough transparency for the public and the purpose of each one is to spend \$100,000 and then \$90,000 for our computer needs and she is not saying that we don't have those needs but she is saying that when we have a public meeting it is not just enough to have the meeting in public. We also have to give the taxpayers and the residents enough notice of why we are thinking that there is a need for this money. Otherwise it looks like we are just rubber stamping requests for money all the time. She is confident that in the future we will have more meat on the bones of our reports from the Administrative Services department. She will be abstaining on Item 5b. The reason for her

abstention is that she doesn't feel comfortable approving or disapproving them. The internal control of having the Audit Committee here in Coronado review the bills before they are paid is something that our ordinance provided for and we weren't following. So instead of following the ordinance, the City Council decided to change the ordinance and now no one from the Audit Committee is reviewing the bills before the checks are cut and paid and so, again, this is a rubber stamp function, 5b, just stamping reports that show that checks have already been paid and she is just concerned for taxpayers. It is a lot of dough, a lot of money. She understands that Mr. Ovrom pulled Item 5h and 5j. She will register a no vote on 5i. For her, change work orders are big red flags. This is a Psomas project and they are looking for a change work order of an extra \$16,000 for a contract that is going to be upwards of \$93,270 for fixing our curbs. Again, she is not a fan of change work orders. She thinks that if a bidder makes a bid on a contract, they should stick with it and absent something really startling she doesn't like when the City gets nicked and dimed and the taxpayers get nicked and dimed with these change work orders. She will be voting no on 5j.

It was agreed that Item 5h would be heard after Item 11e.

MSUC (Ovrom/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5j as amended.

AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: Denny, on 5i
ABSTAINING: Denny, on 5b, 5f and 5g
ABSENT: None

5a. Approval of Reading by Title and Waiver of Reading in Full of Ordinances on this Agenda. The City Council waived the reading of the full text and approved the reading of the title only.

5b. Review and Approve that the Warrants, as Certified by the City Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2013-2014. The City Council approved payment of City warrant Nos. 10102721 thru 10102928. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Second Reading for Adoption of "An Ordinance of the City Council of the City of Coronado, California, Amending Section 40.48.012 (C) of Chapter 40.48 of Title 40 of the Coronado Municipal Code Regarding Public Rights-of-Way to Accommodate Public Viewing of the Independence Day Parade." The Ordinance, having been placed on First Reading on August 19, 2014, was read by Title, the reading in its entirety unanimously waived and adopted by the Council as Ordinance No. 2046. The City Clerk read the title of the adopted ordinance and announced that the vote at the introduction of the ordinance was unanimous.

5d. Filing of the Treasurer's Reports on Investments for the City and the Successor Agency to the Community Development Agency for the City of Coronado for the Year Ending June 30, 2014. Leslie Suelter, Director of Administrative Services, provided a report on the item.

Councilmember Denny asked if a member of the public, a taxpayer, wanted a copy of this report we know they could go online to the complete agenda packet and look at it. The investment report starts after the staff report on page 57 but they can also get it at the Library or City Hall. Is that true?

Ms. Suelter responded that it is.

Ms. Denny referred to Ms. Suelter's comment that most of the \$115 million in cash and investments, as of June 30, 2014, is with the City. She asked Ms. Suelter to describe what she meant by that.

Ms. Suelter explained that \$15 million of the amount identified, of the \$115 million, is the cash and investments held by the Successor Agency, which is the City acting on behalf of the former redevelopment agency.

Ms. Denny asked if the \$15 million is being held with the City acting as the Successor Agency to the redevelopment agency. How about the other \$100 million?

Ms. Suelter explained that the other \$100 million is the City's cash and investments.

Ms. Denny referred to Ms. Suelter's comment about cash and investments and asked how much is cash versus investments.

Ms. Suelter responded that LAIF is considered almost cash and that is almost \$40 million. We had only a small amount, \$3.8 million, held at Union Bank at June 30. The rest of it was held in treasuries and other various types of investments.

Ms. Denny asked if by treasuries Ms. Suelter means treasury notes.

Ms. Suelter responded that she does.

MSUC (Bailey/Ovrom) moved that the City Council examined the quarterly Report on Investments and ordered them filed.

AYES:	Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

5e. Request for Temporary Closure of Portions of Sixth Street, Seventh Street, D Avenue and Palm Avenue for the 22nd Annual Coronado Public Safety Open House. The City Council approved the temporary street closure for the 22nd Annual Public Safety Open House.

5f. Authorization for the City Manager to Execute Purchase Agreements with Dell Marketing L.P. for Replacement Computer Equipment through a Cooperative Program for an Amount Not To Exceed \$100,000. The City Council authorized the City Manager to execute purchase agreements with Dell Marketing L.P. through the Western State

Contracting Alliance cooperative purchasing program as needed for an amount not to exceed \$100,000 during FY 2014-15.

5g. Authorization for the City Manager to Execute Additional Purchase Agreements with CompuCom for Microsoft Software through a Cooperative Program for an Amount Not To Exceed \$90,000. The City Council authorized the City Manager to execute purchase agreements as needed with CompuCom through a Country of Riverside cooperative purchase program to amend the City's Microsoft Enterprise Licensing Agreement for an amount not to exceed \$90,000.

5h. Adoption of a Resolution to Modify Red Curb Zones on Antigua Court in order to Provide Emergency Vehicle Access.

Councilmember Ovrom remembers that the reason the City bought the articulated quint was to go around those corners as they exist.

Fire Chief Mike Blood responded to Council questions. That may have been why the articulated quint was purchased but the articulated quint has the same problem as National City and San Diego. They have run many trucks through that particular u-shaped street and based on the vehicles that park on that street, it is very difficult to get them through that street. He has spoken with Nick Arther and Gary Hoff and they recognize that is also a problem. The problem is made more severe by the amount of rentals in that particular area in the Cays of which the garages are not often rented out with the units so the owner of the building maintains the garage and, therefore, the renter has to park on the street. Not all times do they do a very good job of parking on the street. There have been times when it has taken the Fire Department 15 minutes to get a vehicle through that particular intersection. Once again, they have used the tiller, San Diego's truck, National City's truck – all of them have experienced difficulty traversing their way through that particular street. That is why they are asking for the extension of the red curb.

Gary Hoff, Director for Antigua Village, has been worried for the last four years he has lived there about the possibility of a fire in these forty-some year old wood buildings. It would spread quickly. There is one condo on top of another. At the end, if it takes them three or four minutes trying to get around that could involve quite a bit of fire. As far as the residents go, he saw one email today to Dave Johnson protesting this because they said they don't have a place to park when they carry in their groceries. Everyone else has seemed to concur with this due to safety concerns. There is a parking problem. There are a lot of landlords. He doesn't get a lot of comments because the landlords don't live here and are not associated with the problems that exist. He would like to see this approved. We started with a little bit bigger project as far as number of parking spaces taken away and the City has pared that down. He is comfortable with that.

MSUC (Woiwode/Bailey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO TO MODIFY RED NO PARKING CURB ZONES ON ANTIGUA COURT. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8693.

Councilmember Denny commented that the City received an email that was blue sheeted from Mary Rosenberg. Ms. Denny stated if we have vehicles that can't get through that is just unacceptable.

AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: None
ABSTAINING: None
ABSENT: None

5i. Approval of Additional Engineering Work Related to the Design of the Street, Curb and Gutter Improvement Project and Authorization for the City Manager to Approve the Associated Change Order in an Amount Up To \$16,000. The City Council authorized the City Manager to execute a change order for additional engineering work associated with the Street, Curb and Gutter Improvement project in an amount up to \$16,000.

5j. Authorization to Accelerate the CIP Schedule for the Design and Construction of a Replacement Restroom at Spreckels Park and Issue a Request for Proposals for Design. City Manager Blair King gave a brief report.

Councilmember Ovrom noticed in the staff report that it says, although functional, the building is inadequate to handle the crowds. He thinks that is true but the crowds are normally in the summer for the Concerts in the Park. He thinks there is a question as to what kind of service we provide on an average basis and how we handle the crowds for the Sunday concerts.

Mayor Tanaka thinks that staff is also acknowledging that this restroom, even when it is adequate, is still not something we are very proud of as a City. It is not a type of public facility that he thinks anyone relishes using. One could proceed either way but he is inclined to say that the staff's position is probably the most reasonable.

Councilmember Denny referred to page 94 of the staff report, under Analysis. It says there have been numerous complaints about the inadequacy of the Spreckels Park restroom facilities. She is looking for a quantification of that. What does numerous mean to City staff?

Mr. King does not have any of the documentation with him but would say that there have been between 12 to 18 comments made and if the City asked for comments, it could probably receive more. Those are complaints he has received directly from people.

MSC (Ovrom/Bailey) moved that the City Council authorize the acceleration of the project to FY 14/15 for design and construction of a replacement restroom at Spreckels Park and directed staff to issue a request for proposals for the building's design.

Ms. Denny is very concerned by that motion for several reasons. First of all, we have between 12 and 18 people who have made the complaint about the inadequacy of the restrooms and she agrees they are not up to the par of what one would think would be Coronado standards on the one hand but on the other hand it feels like we are fiddling while Rome is burning. We have \$300 million of a pension liability. We have \$300 million of redevelopment debt that we hope we will get all back but we don't know with political climates such as they are. We are looking at an awful lot

of money on the line and to take this process, it is already in the process for a certain time and based on the financial factors she just mentioned and based on the number of complaints and we would like to also add Mr. Ovrom's point that this is mostly a seasonal problem, she sees other ways to spend the taxpayers' money than making this jump the line in terms of the Capital Improvement Plan. She doesn't favor us doing that. We have done that in the past and once the public comes and the plan is set when we change it like this midstream without good reason, or what seems to be objectively speaking, not solid reasons, she can't support it. She was hoping it was going to go the other way.

Mayor Tanaka asked Mr. Ovrom if he would consider making one friendly amendment to add direction that the design also consider maintaining the mosaic that is currently on the outside.

The maker and seconder of the motion agreed to the amendment.

AYES:	Bailey, Ovrom, Woiwode, Tanaka
NAYS:	Denny
ABSTAINING:	None
ABSENT:	None

6. ORAL COMMUNICATIONS:

a. Veleria Fabiszak has spoken with the Council before regarding a universally accessible playground. They had an Ability Awareness Day last year and will be submitting a request hoping that October can be deemed Disability Awareness Month with a kickoff being on the first Sunday of October, October 5, where the 2nd annual Ability Awareness Celebration will be held at Sacred Heard Parish School on the blacktop. This is a day where they encourage everyone within the community, all persons of all abilities, to come and focus on the abilities of everyone. She knows that we are moving along with Tidelands Park being a possible universally accessible playground with the Port Authority. She asked that there be a special needs accessibility area for Concerts in the Park. It is very difficult to get their daughter when it is so crowded. The concerts are one of the reasons why they wanted Spreckels Park to be the universally accessible playground first and foremost. She proposed that she find out how much it will cost and they will donate a bucket swing. They hope that Ability Awareness Day on October 5 will take place after the Tidelands contracts have been signed. It will be a community celebration because the design will actually come from the community. She hopes the Council will consider making Spreckels Park a little bit more accessible.

b. Councilmember Denny announced that August 24, Sunday, was the 6.0 earthquake in Napa. That is the biggest one they have had in 25 years. It was quite a shock. They didn't expect it coming from that particular fault. This makes us know we should expect the unexpected. At least 172 people were injured or hospitalized. Water pressure went down when the water mains broke and firefighters could not use water in certain areas to put out fires which broke out in about six different areas when the gas lines broke due to the earthquake. Many things to think about. The Rose Canyon Earthquake Fault here, the active one, is expected to produce up to a 7.0 earthquake so that is one more strength on the Richter Scale than the Napa earthquake. The 6.0 earthquake in Napa had anywhere from \$1 billion to \$4 billion of economic loss. With that in mind, it is shocking to think that eight out of nine people don't have earthquake insurance. She encouraged everyone to join CERT and CERO.

7. **CITY MANAGER/EXECUTIVE DIRECTOR:**

7a. **Update on Council Directed Actions and Citizen Inquiries.** No report.

8. **PUBLIC HEARINGS:** None.

9. **ADMINISTRATIVE HEARINGS:** None.

10. **COMMISSION AND COMMITTEE REPORTS:** None.

11. **CITY COUNCIL BUSINESS:**

11a. **Council Reports on Inter-Agency Committee and Board Assignments.** Several Council members submitted their reports in writing. Those who did not are continued to the next meeting unless they submit in writing prior to the next meeting.

11b. **Authorization for the City Manager to Execute a Management Services Agreement for the Coronado Animal Care Facility with the Pacific Animal Welfare Society of Coronado (PAWS).** City Manager Blair King gave a report.

Mayor Tanaka invited a PAWS representative to speak on this item.

Sharon Sherman, PAWS Board Chairperson, provided comments on this.

Councilmember Woiwode asked if PAWS has any employees now.

Ms. Sherman responded that at this point they do not have any paid employees. They have a volunteer staff that numbers well over 100 but they do not have any paid staff. What they would be doing is offering the job positions that the City staff currently hold – the four Kennel Assistants – offering them employment by PAWS. They would become PAWS employees and then additional staff that they would need to hire at that point would be done by PAWS.

Mr. Woiwode commented that they would be managing a business that employs people which is a function that hasn't existed to this point.

Ms. Sherman agreed that PAWS itself has not had that but many people on the Board have run businesses and part of their budget is to hire HR specialists. Even though the budget might be \$320,000 for the ACF, according to the figures, it is really much more than that. The City has a whole bunch of built-in services that the private sector does not have. They will have in their budget HR consultants to make sure that they are in compliance. They don't want to do anything that will in any way jeopardize the City. The City has its own HR people. Whereas it seems like the budget might be \$320,000, you really have to factor in how much of your HR is being used for ACF purposes. Ms. Canlas is the City Attorney and PAWS does not have a built-in attorney. She thinks that if you look at the broad cost of what it actually costs the City, not the Police Department, but the City to run the ACF, you will find that you will be saving a great deal of money by having it privatized at this point. Mr. Woiwode is correct in that PAWS itself has never had its own employees but she doesn't doubt for a second that between the quality of the people on the Board,

the experience of the people on the Board and the consultants that they have factored into their budget, it will be fine.

Mr. Woiwode asked Mr. King a question. When he looks at the proposed Management Services Agreement, under C3 there is a variable compensation paragraph and that addresses the 550 animals mentioned with \$27.50 per day above that. The next paragraph talks about protective custody animal compensation and he is thinking that is in addition to the variable compensation paragraph. Under what circumstances does that paragraph, \$27.50/animal/day, come into play?

Mr. King responded that there are a couple of different scenarios. With the protective custody animal compensation, he thinks that this happens rarely, if at all, but there may be a time when the Police Department makes an arrest and arrests the owners of animals. There could be three or four animals that have not been relinquished and are taken into the protective custody of the Police Department. In that case, if the animals were there longer than three days, then the City is paying a per diem. Under most circumstances, the animals are being taken care of by PAWS but after a particular time come under the custody of PAWS and PAWS is responsible for their adoption or disposition. In this case, there are some rare cases where, through police actions, the Police Department will take into custody an animal and it would not be subject to adoption but would be subject to court order, room and board.

Councilmember Denny wanted to focus on two areas. She will make the motion to approve the staff recommendation but this is a public meeting and we are talking about taxpayer dollars so she wanted to flesh out the record a little bit here. Ms. Sherman mentioned a situation where there was a ringworm outbreak. Ms. Denny had written an email and had some communication with the City Manager and some other folks, Chief Froomin and so forth, about this incident. Her email is dated January 28 of this year. In it she had some concerns about not only the ringworm outbreak but there are high levels of associated risk with a non-ringworm type outbreak which would be something called toxocariasis. This is the kind of thing where the disease object can jump from animals to humans. We want to take this very seriously when we talk about infectious outbreaks. With the excellent background of our City workers as well as our volunteer PAWS folks, this will be something they will be focusing on but her concern was, in addition to an outbreak like this that can jump from species, from our felines or canines to people, that a best management practice would be to have an affiliated veterinarian or vet technician on staff. She hopes someone can flesh out, for the record, how this would be provided so that we can ensure public health and safety.

Ms. Sherman responded that it is zoonotic. Ringworm is a zoonotic reality. PAWS has worked into the contract that if there is a communicable disease discovered, and it would be discovered on intake, right now one of the difficulties is that these animals don't become under the responsibility of PAWS until after the three- or five-day quarantine period has run. If an animal is running at large, it has to be kept for five days before it is available for adoption. If an animal was relinquished by an owner, it has to be kept three days to give the owner a chance to reconsider and hopefully take their animal back. The way it works now is that those animals remain under the custody, care, ownership and control of the Police Department so PAWS is not able to provide medical care or medical testing to those animals. Under what PAWS is proposing, with PAWS being responsible for the animal from intake through adoption, they would be testing those animals the second they hit the door which would hopefully greatly decrease the possibility of something being missed. Secondly, they worked into the contract that if they do find a communicable disease going on, and it could be something as seemingly innocent as upper respiratory illnesses, but in a

shelter environment that can spread very quickly. Built into the contract is a provision that if they do find themselves in that position, the City will provide additional space, perhaps a mobile classroom type place where they could immediately segregate those animals. In shelter medicine, what you want to do is as quickly as you can get potentially contagious animals out of the shelter environment. That is included in the budget. We think that is the way to handle it. Ms. Denny is absolutely correct – trying to tease out these communicable diseases is difficult but the two protocols that they follow and will continue to follow are the University of California at Davis' School of Shelter Medicine protocols and Cornell University Veterinary School protocols. Not very often do they conflict.

Ms. Denny pointed out page 121 of the staff report, Exhibit B, City Scope of Duties, #2. She turned to animal cruelty. She has been concerned about an emerging pattern. So far we have had two animals shot with arrows. One was a cat that was found in the sewer and had already passed. Another one was a bird, more recently. This is a concern to everyone who loves animals and certainly the City and certainly PAWS folks and taxpayers and residents and so forth. She notices in the materials that the City is taking responsibility for the animal cruelty portion and she was hoping the City could speak a little more to that. The reason why this concerns us is not only for the harm that comes to a defenseless little being but also because it is very well known that offenders, serious offenders, will graduate sometimes from animal cruelty to harming and killing people. We don't like to think this happens in our midst but it has and it does. It is very important for us. She met with the City Manager and the Chief of Police on July 15 of this year and followed up with an email and we had discussed this issue. While every person who exhibits deviant behavior of animal cruelty doesn't end up to be a serious offender in the future, every serious serial killer/offender has this in their past, animal cruelty. This is something that is very serious and has kept her up several nights upon learning of these two incidents. She would like the City to explain to the public exactly what would be the protocol for coming upon an instance of animal cruelty.

Mr. King called upon the Police Chief to talk in general about the Police Department's response to crimes against animals, animal cruelty, and animal fighting.

Chief Jon Froomin explained that any time that information comes to their awareness they do a full investigation. They did in these cases. As an example, in the case with the arrow, the arrow was sent to the lab to check for DNA that could be from a potential suspect or perpetrator. They talk to neighbors and try to solve the crime just like any other crime that is out there. They recognize that it could be viewed in the way that Ms. Denny has stated but it really isn't different than any other crime. They continue to investigate and do the best they can to find out who did it.

Ms. Sherman added that, from the PAWS standpoint that is a good illustration of why they feel this will strengthen their partnership with the police. Right now they come into the program a little bit late. They do have a registered vet tech that is on their payroll. She is an independent contractor and a professional consultant. If she examines one of the animals that comes in and feels that there is a potential for abuse or neglect, then PAWS can become the reporting party to the police. She has always found the Police Department very willing to look into these types of issues. The incidence of animal cruelty progressing to crime is very startling. We see this as another way that it strengthens the partnership between the City and PAWS.

Mayor Tanaka asked the members of the audience present in support of the staff recommendation to stand. The number was 32.

Mayor Tanaka has heard a lot of talk about what the City does well and what PAWS does well. One of the first things that popped into his head is that many of the things that the City does well at the ACF are due, in large part, to the insight shared with them by PAWS or by their vigilance and inspiration that the City deliver a higher level of service. He thinks that what is being discussed is not that the City is unhappy with the situation that we have but as groups that care about our City, the services we deliver and how those services measure up to our citizens, we are aware that there is a way to do this better. When he heard Ms. Sherman and Mr. King talk about the negotiations they have been in, there aren't too many instances where a set of negotiations have gone as smoothly, where really instead of the two sides sitting across from each other he would feel like they were sitting on the same side of the table in terms of there being an agreement on what the numbers were, an agreement on the purpose and it was really more a meeting of the minds to see whether these pieces could be put together in a more optimal way. He believes this proposal is a logical evolution to continue to maintain and improve an advanced level of service to our community and its animal population and he thinks the City will also continue to provide the services that it does best, including the police services and the property maintenance that has been discussed before. He also thinks that the things that PAWS does better than the City they will now be empowered to take the lead on and to continue to do more. This is a logical organizational layout that is proposed. It will help clear up the chain of command a little bit in terms of what the expectations are of PAWS and of the City and who will take the lead on what. Lastly, we are incredibly fortunate to be at this point, with this opportunity in front of us. There are not a lot of communities that have the volunteer base that we do and it really says a lot about the PAWS organization when they say they are having a hard time figuring out how many volunteers they have that have already been mobilized. This agreement takes advantage of that but sometimes there is a point where we should be willing to pay what the fair market value is for something. The City has already invested a certain expenditure of funds and he doesn't feel like the City is really increasing that. He sees a possibility for savings but he thinks it is appropriate for the City to commit to this contract because you can't get something for free in that there are certain obligations the City ought to meet and it can meet those obligations more efficiently under this new proposal.

Councilmember Ovrom thinks this is a win/win for every citizen of Coronado.

Councilmember Bailey is very supportive of the staff recommendation largely because it allows everyone to do what they do best. There is little downside to the City. The cost to the City is a wash, worst case scenario. There is a lot of upside. This is a group with a track record and the passion that PAWS does so he has every expectation that PAWS can help make this a tremendous success.

MSUC (Denny/Bailey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE A MANAGEMENT SERVICES AGREEMENT WITH PACIFIC ANIMAL WELFARE SOCIETY ("PAWS") FOR EXCLUSIVE MANAGEMENT AND OPERATIONAL SERVICES FOR THE CORONADO ANIMAL CARE FACILITY. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8694.

Councilmember Woiwode commented that the City Manager has kept the Council abreast of these discussions as time has gone on and it is really an exciting concept. And when the City can partner with someone to accomplish a service more effectively than it can do it on its own that is always the better outcome. This is a great opportunity.

AYES:	Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

11c. Review and Comment on the Draft Environmental Impact Statement Prepared for the Naval Base Coronado Coastal Campus. City Manager Blair King introduced the item. Ann McCaull, Senior Planner, gave a presentation for the Council and the public.

Mayor Tanaka thanked Ms. McCaull for doing such a thorough job of reading through this and analyzing this and knowing the history of the other projects that have come through, not just for this area, but for the whole City.

Councilmember Woiwode pointed out that Ms. McCaull talked a lot about the traffic and we have the analysis by the Coronado Transportation Commission (CTC). Did she find a reference in the EIS to the capacity of the streets in the existing condition? For instance, we have heard the Base CO say that under certain circumstances they are already at capacity of the road system. What does he do about that? What do we do about that? Did Ms. McCaull find a reference in the EIS? Does it appear to acknowledge that they are already at capacity?

Ms. McCaull responded that there are some areas that do acknowledge that but she is going to defer to the traffic experts on that.

Ed Walton, Director of Engineering and Project Development, explained that they did an existing conditions analysis and it does show that some of our intersections are operating at capacity. They do have a level of service for those that they analyzed.

Mr. Woiwode pointed out that it is done in terms of level of service.

Councilmember Ovrom asked if that is level of service F.

Mr. Walton responded that for Fourth and Orange, in the peak hours, it is.

Mr. Woiwode continued by saying that the response in the EIS is that it is unmitigatable.

Mr. Walton commented that it shows that it is a significant impact because it increases the delay and that there was no mitigation proposed.

Councilmember Denny commented that being an environmental attorney is always a blessing and a curse when agenda items come up, especially something like this. She is trying to think of ways where we can strengthen our letter that starts on page 127. She was thinking of two ways that may

strengthen the letter. Has there been any level of support with the Imperial Beach city or anyone representing the City of Imperial Beach? She thinks that would be very helpful to put in our letter.

Mr. King responded that they have met with the staff of Imperial Beach and have supplied them with a copy of the staff report and comments being considered. They have talked in general to them. They acknowledged that traffic is a significant issue with them. In this particular project there are improvements identified for five points along Palm Avenue, starting off with Palm and I-5. Imperial Beach will be focusing on that. We probably are not in conflict with any comments that they intend to make. Several of the comments are supportive generally of them. There is one issue in terms of Imperial Beach is proposing to extend its utility services beyond its city limits and sphere of influence and Coronado is suggesting that should require prior LAFCO approval before that occurs. Coronado has shared its concerns with Imperial Beach. Their concerns focus primarily upon traffic impacts, circulation, noise and aesthetics.

Ms. Denny thinks that is a fair summary and the facts that Mr. King just mentioned might be worthwhile putting into the letter. There is always strength in numbers where you agree but there is also strength in saying that Coronado doesn't conflict with Imperial Beach and that there have been conversations and dialogue and so forth. She thinks that would be helpful. We are looking at this from a vehicular standpoint. We are looking to lessen the amount of vehicles traversing through our town. While it is well within our rights and quite proper for us to focus on the Navy traffic that is expected to increase and impact our residents all over the Village, the Shores and the Cays, in addition, if we could point out any direct actions, concrete actions, we have taken to try to minimize vehicular traffic also and that could be working with the Navy, working with our major employers that puts us in a stronger position. Can anyone talk about any activities that could be included?

Tom Ritter, Assistant City Manager, commented that the CTC has been working with the Navy on their commuter marketing plan to improve the knowledge of their employees, civilian and enlisted, on opportunities to do carpooling, vanpooling and other modes of transportation. Obviously the City has done the shuttle program in the summer time to reduce traffic. Those are two that he knows of that have been worked on so far and it is mentioned in the comment letter from a subgroup of the CTC about the efforts with the commuter marketing plan with the Navy.

Councilmember Ovrom noticed that there is a memo from John Moutes and asked that Mr. Moutes come to the podium to speak about the points the committee submitted.

John Moutes responded to Councilmember Ovrom's request by saying that the memorandum was authored by what was previously referred to as the Congestion Relief Working Group. This is a working team within the CTC. The memorandum to the City highlighted eight points which are only dealing with the traffic-related issues of the draft EIS. The first comment was with respect to the new entry control point proposed by the Navy. They asked the question if any other alternatives to an at grade signalized intersection were considered by the Navy. They did not see any other alternatives in the draft EIS and it seems like, for a document of this nature, other alternatives for such a critical intersection like that should be given some consideration. They asked the question was a flyover considered. This may be somewhat in contradiction to his next comment which was in respect to a state designated highway, which a flyover would not necessarily be that compatible with. At the request of former Councilmember Phil Monroe and

former CTC Vice Chair Phil Monroe, they included a comment on the compatibility of the proposed paraloft with respect to the proximity to the state designated scenic highway.

Point #3 was a question about why the proposal by the Navy to eliminate the left turn, the turning southbound out of Fiddler's Cove, was the proposed mitigation. The Navy said that at some point in time the traffic along SR 75 will be so significant that there will not be any gaps between cars to enable the vehicles currently exiting Fiddler's Cove to the south to make a left turn so the proposed mitigation by the Navy was to eliminate the left turn. He noticed that there is a residential area there and he does not know if there is any means for cars leaving Fiddler's Cove to exit via the traffic signal out of the residential community. That is a possible mitigation but it was not mentioned in the document.

The fourth comment made was that the proposed parking plan for what is called SSTC (Silver Strand Training Complex South) suggests that since already over 90% of the Navy's commuters use personal passenger vehicles we will, therefore, allow parking enough for that many cars. It just seemed odd that there wasn't any consideration by the Navy in the document to constrain parking and to thereby help 'encourage' the civilian and military personnel who will be making use of this facility to use carpooling. In other words, the basis of the design of the parking facility was to accommodate as many people who currently use passenger vehicles, single occupant vehicles, and to just allow for that much parking. That is just a proliferation of the current situation we experience in Coronado with most of the cars coming over the bridge being single passenger vehicles.

The next comment was with respect to staggered working hours. The Navy, in the draft EIS, said that it would evaluate for one, two and three CVNs in port and then they proceeded to say that they wouldn't really evaluate for the situation involving three CVNs because they have already taken a look at the situation and if you stagger the working hours with two CVNs in port that will be less than the number of commuters who would be occasioned by the third CVN in port. The comment there really relates to the fact that the Navy tells us today, with zero, one or two CVNs in port there are already staggered working hours. So they are proposing to mitigate the third CVN in port by staggering working hours which is already the situation. It seems like they threw out the analysis for the third carrier in Port possibly on the basis of a flawed conclusion.

The next comment was with respect to the comment made in the document that, with respect to one of the City's intersections, there is no reasonable mitigation, however, it would result in significant and unavoidable traffic impacts. It is a bad deal. Sorry but we can't see any mitigation. Their comment was what about carpools? What about vanpools? What about other known existing mass transit options to somehow mitigate this impact as opposed to just concluding that there is no reasonable mitigation? All of those are reasonable forms of mitigation.

The next comment relates to levels of service. With respect to what they said in this document, many of the City's intersections currently operate at Levels of Service (LOS) E and F. Any facility, even if it occurs at the extremity of the City's southern border, he believes, inevitably there will be some backfilling of facilities that are abandoned at the Amphibious Base or at the Air Station and inevitably he thinks there would result in a degradation of the levels of service the City already experiences.

Finally, the last comment made was really not related to the draft EIS but was related to the Complexes Commuter Marketing Plan. What happened was, in about 2012, the Navy conducted a survey of its commuters. The City participated in working with the Navy to draft some of the survey questions, as did MTS, as did SANDAG, as did San Diego State University. The Navy found that the commuters, by and large in excess of 90%, travel by themselves in their personal vehicles to get to their facilities each day. They were unaware of certain programs that are already offered by the Navy in terms of the transportation incentive program, iCommute, the vanpools and the subsidies that go with these things. So the Navy put together a commuter marketing plan to work with SANDAG to make the Navy's own employees better aware of these opportunities that exist for other forms of transportation other than single passenger vehicles.

The memo concluded by saying that it would be a very good thing, in the future, for the City to continue to follow up with the City at the monthly complexes coordination meeting. The Navy has come out with the plan. They have shared it with the City and they do make some commitments in here in terms of increasing the TIP program enrollees and making other employees aware of the iCommute programs and things that the Navy has committed to do that it would be excellent for the City to periodically discuss with the Navy in terms of how they are progressing on this plan.

Mr. Ovrom recalls that previously there was carpool priority parking right next to the commands. Is there any comment about that at all anywhere in the EIS?

Ms. McCaull does not recall seeing that. We tried to address the issue down at Naval Base Campus.

Mr. Ovrom feels that they seem to make the assumption that these 90% are going to come down I-5, through Imperial Beach and come up to the facility that way. He thinks that depends on whether or not I-5 South is a problem or not. If I-5 is a problem going that way, they will come this way because the Strand is never a problem going south.

Mayor Tanaka asked if that was in the document, the assumption that most of the traffic would be coming I5 to Palm?

Mr. Walton responded that it was in the document that the traffic analysis showed the majority of the traffic shifting from coming over the Bridge and coming up the Silver Strand. He does not recall the exact percentage.

Mr. Ovrom thinks that may be fallacious. His last question has to do with busses, a bus stop, internal transportation from a bus stop. Is there any look or talk about 901 bus stops at this new gate so that people who might want to take the bus could do so? What about inter base transportation?

Ms. McCaull commented that is one of the items that staff has identified in the letter that they need to establish a bus stop.

Ms. Denny wondered, outside of the Navy which is certainly a major employer in our midst, we do have a hospital, three resorts, a public school district, and our City that are employers. Can Mr. Moutes tell us what their efforts are with regard to reducing vehicular traffic for those because her

concern is that it might be the low hanging fruit that we could actually reduce vehicles in Coronado with those items and we don't have a lot of control over the federal government or the Navy.

Mr. Moutes thinks that is a good point. It is on the CTC agenda for this year. They have focused their efforts through the first three years of the life of the CTC on working with the Navy to see about ways of reducing their traffic volume. The CTC realizes that the City has its own employees as do the others (hospital, resorts, etc). It is on their agenda for this year to look at what we can do to help influence the traffic volumes from the non-military sector. He added that one of the other suggestions the CTC made in regard to the Navy's identification of significant and unavoidable traffic impacts was that the Navy has a total of four alternatives for the South Campus, one of which is the no action alternative. Alternatives 1 and 2 differ only by one aspect and that is both the layouts are almost identical but under Alternative 1 the Navy would remove building 99 which is a bunker. Under Alternative 2 they would not remove the bunker. Presumably they would include all of the same facilities. In the alternative where they would remove the bunker that would free up, according to the document, 5.6 acres which the CTC has suggested to the Navy that they could consider building a Park and Ride to offload the traffic that would be otherwise on the Silver Strand going possibly north or south and to transport personnel between the bases by bus. He thinks that Park and Ride is important because it might represent the last and best opportunity for this City to influence a Park and Ride within the Coronado City limits.

The Mayor invited public comment.

Cauleen Glass, CTC member, gave her profound thanks to staff. They did an exceptional job in a very daunting report. She underscored the need for a light at the Strand entrance to the Coastal Campus, the proposed one, both before and during the construction, including earth moving and that sort of thing. Also the glare abatement that has been suggested because there is going to be a lot of lights for security and that will affect the Cays. Is there a response from Caltrans? Is the City aware?

Mr. King responded that typically the EIS is sent out to a variety of agencies for comments. We assume that Caltrans will respond. They will also have until September 22 as well. They don't necessarily share those with the City but the City is aware, from past practice, what it would expect them to say for certain design features.

Ms. Glass asked if the Coastal Commission would be the same.

Mr. King explained that the Coastal Commission has to make a finding of consistency which is an interplay between the state government and the federal government which would occur after the release of the response to the EIS.

Doug Metz commended staff on the staff report. He stressed the importance of a more detailed cumulative impact statement, taking what we know or what the Navy has said, what we know in terms of impacts from those prior EIS's and to do a report on that so that we have something quantifiable as to what we mean by cumulative impact. In addition, it should be considered in the context of a prospective impact report. What do we know of the Navy's plans for Coronado for the next five years? He was shocked when he attended the Winn Room presentation. He went down the line with all the officers and consultants there. More than one clearly stated that the impact on Naval Base Coronado is going to be significant. Thousands are coming. The third

carrier is coming. They want to move the operations that are now mid-town on the Strand, consolidate them down there and the primary reason is that their operations, nearly all of them, are nighttime. We connect the dots between helicopters, noise, and other activity and that merits further scrutiny. We have the beginning here of a good start with the excellent staff report. If we can follow that through and take such other steps to compile a special cumulative impact report and to ascertain or prepare a prospective impact report for the next five years, it would be very helpful.

Phil Monroe asked to see the entry control slide that was shown. This project is huge. In his estimation, it will significantly degrade the quality of life for many of the people and residents of Coronado. That being said, the EIS considers a lot of things. It analyzes land use, recreation, geology and so forth. What they didn't analyze, except for calling it aesthetics, is that it is a state designated scenic highway. He thinks that a 120 ft. tall building is a slap in the face to the designation of a scenic highway. He complimented staff because this letter calls out the scenic highway over and over again. For some reason the Navy doesn't want to call it that. Somewhere recently he heard that Caltrans, or someone in Caltrans, said that nothing in this proposal will cause Coronado to lose the designation of the scenic highway. How weak is that? He would like to know who said it, on what basis they said it because once you have a designated scenic highway there are a lot of things you can and can't do. A 120 ft. tall building is one of those things you can't do. The one point he wants to make is this entry control point shows that road that is coming around and there is about 600 ft. there that could be used to queue up cars off the highway. However, it says that the security gate location, operation and configuration is to be determined. Even though it looks like there might be 600 ft. to queue, we don't know where the gate is and if they put it out there like we do on Third Street cars get queued back three or four blocks into Coronado. At the Amphib Base cars get queued up both ways because the gate is right there. He hopes we make a real strong appeal that the gate gets moved into the Base and that most of the cars get queued there.

Mike Durgin, CCHOA President, thanked City staff. He has been involved with EIS's and was in charge of the federal government's closure of about 95 bases in the 1990s and he had to go get involved in a lot of those things. It took several hours for him to read that report. Staff did a masterful job in bringing out questions that need to be answered and hopefully the Navy will address those. He hasn't had a chance to speak with the CCHOA Board but he can pledge that whatever help the City may need in support they will offer. They will try to put up their own letter and make comments to support that report and he will get with the folks to see what other things they might want to say.

Mayor Tanaka commented that the letter the City is contemplating now is certainly one where if points in it jump out at him or the Board, they certainly have a good point to be made as the eyes and ears closest to that particular facility.

Mr. Moutes has provided his comments to the City Clerk. There are three points and three suggestions he would like to leave with the Council as it deliberates over this matter of the draft EIS. Point 1. In accordance with the City's own annual traffic report, Coronado reports close to a week day volume of 100,000 vehicles, crossing the Bridge and coming up and down the Strand. The City staff estimates that about one-third of this volume occurs during the morning and afternoon traffic hours. Point 2. According to the City's 2005 City wide major traffic study, this volume results in seven Coronado intersections with LOS E and 20 additional intersections with

LOS F. LOS E is defined in the State Highway Capacity Manual as one involving significant delay, extensive queueing and poor progression. LOS F is even worse, involving conditions “unacceptable to most drivers.” Point 3. The City’s Circulation Element of the General Plan was adopted by a former City Council in 1995 and amended as recently as 2012. It calls for achieving peak hour LOS D on the City’s arterials and no worse than LOS C at other times. He suggests that the City Council support the City staff’s comments on the Draft EIS, authorize the City Manager to notice Naval Base Coronado of the City’s desire to enter into serious discussions to work together towards achieving the goals that are already contained in the Circulation Element of the City’s General Plan – in other words, to return the City’s intersections to no worse than LOS D at peak hour. Finally, he suggested that the City include a standing agenda item on its monthly meetings with the Navy to review the Navy’s proposed Commuter Marketing Plan and its progress over time.

Jim Besikof commented that two years ago when the helicopter facility had the same types of meetings and posted routes that they were going to stay with, there was a change of command and all that fell apart. He doesn’t know how you put compliance into the documentation that is going out. A great plan is great but if the execution is not that is a problem. He thinks that the helicopter facility and the noise over the City and the Cays is a clear indication of what really happens. He doesn’t know how that can be incorporated but hopes that the City can somehow ask them if they are going to keep their word.

Helen Kupka referred to a comment about a noise study and the City is very specific in its request that the Navy redo the noise study and how it should be done. There was another comment about a lot of the operations at the new base that will be night time. She is wondering if the City can ask specifically that they do a simulated noise study or something like that for what their nighttime operations will be. When you live there and they do their simulated warfare stuff, you come right out of your shoes. She’d really like the City to be specific about the evening operations and she wanted to second Mr. Besikof’s comments about the helicopter traffic and airplane routing because it has gotten significantly worse in the last four years. They are getting a lot of flyovers and the noise is increasing already so this will raise that 2x or 3x. She asked that the City address not just traffic but also those two items.

Mayor Tanaka commented that the last two speakers mentioned the helicopter noise issue. At the last Naval Complexes meeting, the CO of Naval Base Coronado said that the best way to make complaints is through the online website portal. He mentioned that because it was the first time where a Base CO had really shepherded people away from the phone call hotline. A number of people had complained that they had called the hotline and hadn’t really received a call back or some kind of connection. He wanted to point that out. When we hear those sorts of noise issues, we have to help document that they occurred and create a paper trail. He wanted to encourage people who experience that sort of a problem, particularly a flyover that isn’t part of the course rules, to please avail themselves of that online reporting mechanism. If that isn’t working or if people call the hotline and it doesn’t work, please let City officials know so they can help follow up on that as well.

Liza Butler has been involved with trying to preserve the Strand for a long time now. She took all of the staff reports over the past four years having to do with the military expansions that have been impacting the Silver Strand and examined them. The reports were all excellent. There are many staff members who participate in putting these reports together, studying them and she

thanked staff for their efforts. Her feeling is that the past four years have not been the finest moments for our military neighbors. They have been very difficult and we haven't been very successful at being at their table in making significant plans. We were at one time good neighbors but that has not been the case recently. The Navy's proposal for development and construction will forever change the historic landscape of the Silver Strand. Once it is gone it is gone. The National Wildlife Refuge which is adjacent to this proposed development and other open space corridors along our scenic highway are regional resources. They are resources of beauty and of environmental integrity. These open space resources on the Strand represent the last remaining coastal open space in our fully built up city. Any action which makes us more concrete and urban makes our community more common and less livable. Every development, especially one of this magnitude, and this is an enormous project, needs thoughtful scrutiny in which the details of the environmental impacts are fully understood by the Council and the public. There have been many questions asked by staff and the public over the past four years in these reports and very few of the questions have had plausible answers.

Morgan Miller thinks that the City needs to be very active on issues like this. It boils down to quality of life. A major point is reducing vehicle traffic. It comes down to money and time for a lot of these businesses and individuals. He personally feels the financial incentives are not aligned correctly to accomplish what the City says it wants. The parking is too cheap, even though he likes the cheap parking. Too many people can come here and park cheap. The land is considered cheap. You see that when the Navy decides to just build another parking lot. They don't value the land. The gas is too cheap. Everyone is in their car all the time. The alternatives to business as usual in general are too cheap. They are more expensive in the long term than we are realizing. He thinks that we need to save this quality of life. The Navy has done an okay job with that but they could do a better job. He has often thought that there could be a city, county or state tax on gases or something. There needs to be more of a financial hammer for the cost of doing business for every single person in their SUV driving to work by themselves. That could fund something for bicycle travel or cheaper or free public transportation. There are a lot of options. We definitely don't want to turn our little paradise into a parking lot which it sounds like the government is proposing.

Mayor Tanaka reiterated that the analysis that staff put together for this was superb. He thinks the letter that has been put together is excellent. He also wants to commend the other groups that have reviewed this document as well as City staff's response to it, particularly the CTC. They showed the expertise and experience that we all know that those commissioners have. He has found working with the Navy on these sorts of issues for the past 12 years to be incredibly frustrating. It is frustrating because he thinks everyone in the room enjoys working with those sailors, those members of the armed forces, but he does believe that as an organization the Navy holds its cards very close to its vest and he thinks that the Navy is very gifted at looking after the interests of its organization and he doesn't often see them finding ways to create win/wins for the City of Coronado. Every time we talk about LOS F, it is a reminder that there are very real impacts between our two entities. There aren't many instances where he thinks the City is creating LOS F sorts of problems for its neighbor but he does think the City absorbs quite a few impacts from the operations of the Navy. He also thinks that our citizenry, by and large, is happy to accept that reality but he just wishes that from time to time when projects like this would come up that both the Navy and the City would have the opportunity to work on those things together. If you recall the discussion the Council had with PAWS earlier that was one of the greatest negotiations he has ever heard of City staff participating in with another entity. Neither side saw that negotiation as

adversarial. Neither side went out of its way to hide its cards or to exclusively put its interest ahead of the other. That sort of cooperation has been missing much of the time when we talk about the various planning documents that keep coming on our desk as a City because we aren't throwing a lot of those planning documents the other way. He thinks that what the Navy has proposed in this area is reasonable but he thinks that the Navy has, again, missed a great opportunity to work with the City of Coronado. He thinks the Navy particularly makes a mistake in not in some way informally trying to get the opinion of the groups that are most impacted by their projects. He has heard different speakers use the term massive. This is a very big project. If you need any more proof, look at the price tag of something like \$700 or \$750 million. There is no such thing of a project of that dollar amount being small, inconsequential and one that won't impact things like LOS F at various intersections. He sees an opportunity squandered where the two entities, the City of Coronado and the Navy, could have been more cooperative in the discussions about what was being proposed and trying to harness some of the local know how in terms of areas where people might have concerns, even something as simple as glare.

He has mentioned this before that when the City of Coronado put in its new pool, the City Manager spent time on various floors at the Shores because those people wanted that sort of direct access to mitigating glare from those lights. If you ever look at the City's pool, there are some interesting enclosures that accomplish that task. Our City Manager was only too happy to go up into those individual condominium units to make that difference, just as the current City Manager would. Inevitably, he only finds out about the full totality of a project after it has all been plumbed and thought out by the Navy. Yet again all he can do is look at the plans in their totality and hope that a lot of thought has gone into it in terms of how it is going to impact the City.

He also wanted to say that of all the impacts he thinks the one that worries him the most is another intersection. He is not sure there is any way around it. He even heard a few speakers talk about the importance of having that intersection but putting it in at the beginning of construction. He can't say that he disagrees but he heard Mr. Monroe and Mr. Moutes mention the flyover. He hopes that the Navy will consider some alternatives that could get people in and out of this base without creating the need for another intersection. He thinks there is some opportunity in terms of the geography of this area to create some things that would impact the City less. He points that out because time after time it is the City that takes the impact. It is not the other way around. He sees this as an opportunity for the Navy to come up with a project that, if possible, does try to mitigate some of the impacts on the City. The reality to him is if the Navy goes with the idea or the logic that the only way to do it is an intersection then it will be a fait accompli and it will be yet one more area where everyone stops and starts again and in the big scheme of things he thinks the Strand, as a scenic highway, works better if people move from Point A to Point B without that obstruction.

The things that jumped out at him that he would like to reinforce are the car flyover for northbound access on the base entrance is something that needs to be looked at with a little more thoroughness. He doesn't know if we put in enough about glare abatement and that is something that needs to be included in the letter. He also heard Ms. McCaull mention traffic counters. Two people raised the question about follow through. What can we do to make sure that if the Navy was inclined to do something that they actually do it or that they continue to do it even after commanding officers rotate? The best answer to that is to put in things that you can't take out or to put in things that are not dependent on what the human does and instead are automated. We have talked about traffic counters a lot in the last ten years or more. The City has succeeded in putting them in at some

locations. This is certainly a very good opportunity to put them in at whatever new gate is constructed and if this creates an opportunity to try to put other traffic counters in other areas, he just does not see a drawback to that. That is not something that would be in the Navy's best interest to undermine or get rid of later. They are probably as interested in that data as the City is and they are probably interested in something that is objective and doesn't have an agenda. If there isn't an emphasis on that, he thinks that is something that should be emphasized. He thanked Mr. Monroe and Ms. Butler for reminding the City of the importance of emphasizing that this is a scenic highway and that there are certain responsibilities that go with that designation. He thinks it is certainly in the City's best interest to protect that designation and those responsibilities but he is not sure that the Navy, as an organization, is on board with that. This is a good opportunity to emphasize that in the process. He thinks he remembers seeing Torrey Pines when he drives along there. To the extent that there are Torrey Pine specimens, he would imagine that someone would want to save those. If the Navy's plan is to remove all tree specimens and if there are Torrey Pines, he doesn't see why we wouldn't want to investigate the possibility of saving those, if possible, or even replanting them.

Councilmember Ovrom doesn't have any comments other than the normal frustration with this process.

Councilmember Bailey echoed Mayor Tanaka's statements and appreciates the work staff did as well as that of the CTC. One of his favorite comments was in the letter the CTC wrote with regard to significant and unavoidable traffic impacts was, "What is unavoidable about the traffic impact that can be mitigated by significantly increasing the number of Navy, civilian and military personnel who commute to NBC in carpools?" How much simpler does it get than that? He definitely wants to make it clear that the City believes that it should be included in this letter that we reduce the amount of available parking that is currently proposed. This wouldn't be so much as encouragement to carpool and reduce single passenger traffic but it would effectively turn into a requirement. The comment from Mr. Monroe about the security gate for queueing to be moved up into the base is really important for traffic circulation. He doesn't think CTC or staff could have done a better job.

Councilmember Denny looks forward to going along the process and seeing how best we can advocate in the best interests of all of Coronado for this very significant project. There is not a single thing she would disagree with that has been said.

Councilmember Woiwode commented that something that strikes him every time we have something like this and the public outreach that the Navy does is the incredible expertise that they bring to this process. Every person that you talked to at that public outreach meeting, all of those consultants and staff people and officers, knows a tremendous amount about what they are talking about and they can go into detail on any variation that you bring up on any of the topics that they are talking to. What that means is there is a lot of expertise that can address the kinds of problems that we are talking about. It also means that there is a system in place that keeps that from occurring. He thinks the Mayor did a good job of highlighting his frustration with that. He thinks all of the Council members find that they are ready to tell the City something once it is all ready for prime time and there is not that informal opportunity to work and plan.

For instance, if you were to say, instead of this presumption of 90% of the commuters would be in individual cars, if you would take a metric and say that it is the goal that this be a net reduction in

traffic and LOS is one of the metrics that has been discussed but another one that is being used at the state level now, instead of LOS, in some applications, is vehicle miles travelled. If we were to call on the Navy to improve air quality by reducing vehicle miles travelled and using this project to do that, then he thinks all of a sudden you have all of these very smart people working on a different problem and they know how to do it. Parking policy is the number one issue in shaping the campus or shaping a city or shaping any kind of activity where people congregate. He thinks we capture most of these points in the things that have already been made. He would like to find a way to throw the ball back in the Navy's court to say work with the City in getting an overall reduction in the amount of traffic. This is the only opportunity we are going to have to do that.

There is, attendant to that, a likelihood of an increase in headcount. It may not show up in their forecast right now. How can you keep that from happening? Demo the buildings that people move out of? If the net floor space of all of the bases combined is not changing, then we have a reasonable expectation that the net headcount will not increase. If it is going to increase by all these square feet, a million and a half square feet, but there is not a corresponding reduction in space on other bases, then we can expect an increase in head count that will fill that empty space. We talk about noise and lights. Doing a full assessment of the operational impacts, nighttime operational impacts, is clearly very important to the City and should be very important to Imperial Beach. A proposed bike path on the other side of the road from Imperial Beach into the base certainly would help the process of providing an incentive to alternative transportation. The Fiddler's Cove issue is interesting. RVs and boats come out of there. It is clearly a problem now. It is going to be a bigger problem later and he hopes that the Navy would take on some other approach rather than prohibiting that left turn. There is not a good alternative. Whether there is a reconfiguration of that intersection – it seems like it has got to be done if there is increased traffic on the Strand.

To the subject of what encourages people to carpool, it has a lot to do with whether or not they can conduct their business during the day without a car. If there is a circulator bus and we propose a shuttle bus to the Amphib Base, circulator activity vehicles on the Coastal Campus or it is so compact that people can walk from one facility to another and services that people would have to drive and get. For instance, at North Island, at many of the facilities you have to drive to find a place for lunch. If we can look at the details to make sure that incidental use of a vehicle is not a thing that causes people to drive to and from work, then he thinks that helps a lot in encouraging carpooling.

Mayor Tanaka asked Mr. King if it is fair to say that he and City staff understand the comments made by the Council and the public and have enough direction to come back with a final letter at the next Council meeting.

Mr. King responded that staff will plan to present a final letter at the September 16 meeting. Staff presented to the Council, as the CTC is an advisory body to the City Council, the memorandum from John Mountes in the staff report and if the Council desires, staff can take and confirm that the comments made there correspond to comments made in the letter as well.

Mayor Tanaka pointed out that the staff recommendation is to approve the transmittal of the attached letter so we will say that it will come back to the Council but also that the feedback given today will be part of that approval.

Mr. Bailey added the idea of a simulated night study for evening operations into the list of considerations.

Ms. Denny requested including any cooperation or comments about Imperial Beach and any other activities we have been taking to reduce traffic in Coronado would be very helpful and strengthen our position.

MSUC (Ovrom/Woiwode) moved that the City Council approve the transmittal of a modified letter with regard to the addition of the comments of the Council members.

AYES:	Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

The City Council went into recess at 6:34 pm.

The City Council resumed at 6:48 pm.

11d. Accept Report on the Results of the National Citizen Survey for the City of Coronado and Provide Direction. Assistant City Manager Tom Ritter gave a report.

Councilmember Denny wanted to ask if there has been any thought on the part of the City as to making these meetings more accessible to the public through what we would call an endless loop on Channel 19. That would mean that instead of just once or twice on our TV anyone channel surfing at any time of day or night might be able to plug in and find something of interest. In other words, the more times these meetings are shown and whatever meetings are taped also, the more times they are shown the more accessible they become to the public.

Mr. King responded that the City could increase the frequency of rebroadcasting. We are trying to hit that middle ground between providing public service announcements that are interesting and new, bits and pieces of presentations that will keep people's interest but at the same time are concerned that if we constantly just run strictly the Council meeting it won't attract that much attention. We can increase the frequency of running the Council meetings but we also want to have other types of programming to attract people's attention.

Ms. Denny thinks that would be very helpful to the public. She didn't mean that we should only be showing these meetings over and over again but that we should be showing them with greater frequency. She was loosely using the term 'endless loop.' She knows they do it in San Diego. You can catch different meetings on the TV and cable and it would be very helpful to the public here and she is very happy to hear that is being looked into. She will be speaking with the City Manager to hear about the follow up on that.

Mr. Ritter added that one of the things we want to do is try to inform the public more of the availability of the Council meetings on the cable channels and also the availability on our website where they can watch it at any time, 24 hours a day.

Councilmember Bailey referred to the question that had to do with code violations. He asked what the process is for reporting suspected illegal short-term vacation rentals. He believes the City had recently changed this process to allow people to simply email the City staff to make them aware of potential illegal rentals but he can't recall.

Mr. Ritter responded that people can email or give a call. He also will call people to give them his direct line or email address for ongoing code enforcement complaints related to short-term rentals.

Mr. King added that people have spoken with staff about what is done to enforce short-term vacation rentals. Staff typically does need a complaining party to bring it to the City's attention. Universally, there is not one single person in Coronado that is illegally renting their home or apartment. Every person they contact would never, ever do that. They, of course, know what the law is and are quite offended when the City calls. Therefore, it requires follow up on someone's part to catch them. That is where the City does need the public's help. It is not just a matter of reporting it to the City because they all say they would never do that.

Councilmember Woiwode feels that as we talk about these different areas of emphasis – ease of travel by car in Coronado, ease of public parking and watching local public meetings or greater access – has staff thought about a way to quantify a change? For instance, we have this project going on with parking meters. Would Mr. Ritter say that if we want to improve ease of public parking we have a way of saying what we did and not just the experiment we conducted but percentage turnover in spaces or would he come up with metrics at the outset that he would then be able to use?

Mr. Ritter responded that the Council was very specific that staff should quantify its accomplishments for the CTC and when staff approaches subjects, it attempts to try to do it from that perspective. Staff just started looking at parking. Staff will be reviewing the previous parking study and then will start looking at ways to improve the availability of parking. He does not know where that is going to go but the CTC, with the Third and Fourth Street study, is looking at quantification by measuring speed levels of vehicles and traffic calming and things of that sort. That is a big emphasis on the traffic side of the equation.

Mr. Woiwode thinks that if staff showed that there is a long list of actions that have been identified that the City is taking to improve ease of travel by car in Coronado would staff sit down and figure out what the metrics are for those things so that it can say in six months or a year that it changed in a particular way without having to redo the survey.

Mr. Ritter used the roundabout as an example. Staff quantified the speeds before and after. The speeds before and after would be quantified if improvements were made on Third and Fourth Streets. Staff's goal is to get the 85% percentile to 25 mph on Third and Fourth Streets. It is currently about 10 mph faster.

Ms. Denny asked how many people responded to the citizen survey.

Mr. Ritter responded that it was approximately 330.

Ms. Denny asked if that was up or down from the prior year.

Mr. Ritter believes it was down slightly by about 20 respondents.

Ms. Denny asked if the population is 25,000 or 26,000.

Mr. Ritter responded that it is approximately 25,000 but the City did not survey the military population unless they were living in the residential area of the City.

Councilmember Ovrom is glad staff picked up in the participation area. There are more areas there than just the one. He thinks the bottom line is that he is appreciative of the fact that the staff is working and continues to work with various avenues to try to get more people involved. He finds that the open ended questions give interesting answers. He would suggest that the Bicycle Committee look at all of the ones with regard to bicycle safety. Twice it was mentioned about fixing the dips in the streets that affect all cars. We seem to add to it all the time but we don't ever seem to take the hump off. That might be something the Manager needs to look at.

Councilmember Bailey stated that around the same time this survey was being done he put together an unscientific survey directed at the community that had more questions specific to Coronado. He plans on publishing his report for the public to view via Twitter but he would like the opportunity to share it with the Council because he thinks that many of the questions compliment a lot of the findings in this report. The questions that matter the most to him are the ones that were specific to Coronado.

Mayor Tanaka appreciates that Mr. Bailey prefaced it with to what extent he saw some congruencies in terms of what one survey saw as a common trend and to what extent his survey either complimented that finding or contradicted it. Anyone would certainly like multiple sources to try to triangulate whether or not there are trends. Mr. Bailey was kind enough to admit that it is not scientific but that doesn't mean you don't value its results.

Mr. Bailey referred to the question on the survey about watching a local public meeting and how that was roughly one quarter of the population. There are so many great community groups like Optimists and Rotary that he knows are always hungry for speakers and he appreciates the times Mr. King has gone out to these groups to give them a broad picture of what is going on with the City but he definitely thinks there is an opportunity for staff to utilize these community groups as a way to communicate on specific issues and give abbreviated reports on items such as the Third and Fourth Street study or the toll plaza. They are specific issues that might only take 15 minutes to go over and give a briefing to a captive audience that is already hungry for speakers that might not have the opportunity to attend some of the formal workshops and might be a good opportunity for staff to increase that watching a local public meeting.

Mayor Tanaka thinks that is a great suggestion, especially if the City wants to target a particular thing for outreach.

Councilmember Denny commented that we just learned that we didn't send the survey to the military and by that she took Mr. Ritter to mean that the survey didn't go to people living within the geographical bounds of Coronado but on military bases. Can Mr. Ritter say if the survey was specifically meant to exclude people who live within the Village, Cays and Shores who work for the military?

Mr. Ritter responded that the survey went to the 92118 zip code. That excluded the Navy housing part of that.

Ms. Denny clarified that military residents of Coronado were not excluded from the survey.

Councilmember Woiwode stated that staff has already suggested these areas that need work and have told the Council the things that are being done in those area. He doesn't think we want to wait to do this survey again to find out whether the staff's actions are focused on the items that have been highlighted. It seems to make sense for us to have a review of these areas that have been identified as areas for improvement at maybe nine months from now or a year from now, at some point downstream. That should be an agenda item at a Council meeting. Some will not mature in that time frame. He thinks a review process is important.

Mayor Tanaka is not looking at this agenda item as a way to create more work for City staff unless there is something specific we want to provide direction on to make sure that something isn't overlooked or to make something is not added to the work plan. He did hear that staff has already taken a look at things that the Council has directed and have already asked themselves to what extent these projects are lined up to address some of these areas that the public is pointing out are areas of need or interest and so on. He thinks Mr. Woiwode's points are well taken in two ways. They are looking at the existing work plan and to what extent those projects are aligning or dealing with the areas that are popping up in the survey and then to what extent does the Council or staff want to add to that work plan.

Ms. Denny thinks we are just asked to accept the report on the results of the National Citizen Survey and perhaps we can speak with staff.

Mayor Tanaka pointed out that the staff report asks for the Council to provide direction. That doesn't mean we have to but he thinks Mr. Woiwode is hinting that this is an opportunity for us to say that the direction we are giving is a review in nine months rather than waiting the full twelve for the survey to come out again but he is also asking if there is anything the Council wants to specify in that direction other than reflecting on the current work plan.

Ms. Denny does not care to give staff any extra work at this time. They have enough on their hands and she thinks they are handling it all very well.

Mr. Woiwode commented that the City waited three years before doing this survey a second time. He doesn't know that he wants to commit at this time to doing this survey again in a year. Two years may be fine. Three years may be fine. In any case, he does want to know, before we take the survey again, what impact the steps that we have taken to bolster these areas that staff has identified has made. The only direction he would like to give is to accept the report and review the actions taken in a year.

MSUC (Woiwode/Ovrom) moved that the City Council accept the report and review the actions taken in a year.

AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: None
ABSTAINING: None

ABSENT: None

11e. Recommendation from the Traffic Operations Committee Regarding Adoption of a Policy for Installation of Red Curb Zones. Principal Engineer Jim Newton gave a report.

Councilmember Bailey referred to Slide 4 and requested clarification.

Councilmember Denny referred to Mr. Newton's comment that there is a desire for consistency in our policy. She noticed on page 151 that it says that due to the frequency of requests for red curbs, the Engineering Department is proposing a formal written policy requesting red curb zone installation so that there is consistency in application of such zones. Can he quantify the frequency with which the Engineering Department has received these requests.

Mr. Newton responded that they get at least one a month and in most cases it is probably for red tipping or a couple of feet on either side of a private driveway. Those are taken care of fairly regularly. If it deals with an intersection or is a longer distance than just a few feet, those are the ones that would typically go before the TOC or even end up in front of the Council.

Ms. Denny clarified that something like a red tipping of a curb for a private drive is something that staff would make a decision on and go out and work on. If it is a little more involved that would go to the TOC. They have been getting an average of one per month. Has this increased over time?

Mr. Newton believes it has increased more lately and the requests are also getting larger.

Ms. Denny referred to Slide 2. Mr. Newton said that the higher requirements for arterials exist in putting in a red curb. Can he just walk us through an example for someone who lives on Orange and someone who lives on B Avenue as to how the process differs?

Mr. Newton explained that the process would remain consistent for both. Either this is a request that has come from a resident or is something that staff has spotted through the annual accident report. If the City adopts this policy, during the drafting of that report staff would be looking for intersections with three or more accidents and any one that popped up would be flagged to start implementing some of the recommendations of this red curb policy. If we were to adopt this policy and a request came in, whether it is on Orange or on a residential street, staff would be looking to this table to figure out where the intersection stands on the table as it exists today and then look at the accident history to figure out if it needs to move up into a Tier 2 or a Tier 3 or the next highest tier.

Ms. Denny referred again to the higher requirements for arterial streets in the proposed policy.

Mr. Newton explained that if we were dealing with a primary arterial (Third, Fourth, Orange) we would be looking at the left hand column. If we are analyzing Fifth and C we would be looking at the column just to the right, the minor arterial. For Tier 1 you will see primary arterial. The METC guidance is to provide essentially one parking space worth of red curb on the approach to the intersection whereas the same tier, going across the board, if you looked at a minor arterial and below we wouldn't have that criteria there.

Councilmember Ovrom asked for clarification on a slide and what the 275 ft. means.

Mr. Newton explained that it is the corner sight distance. That is the distance that a driver needs to see in order to make a decision as to whether or not he or she can enter the intersection and clear the intersection safely.

Mr. Ovrom asked where that number comes from. That is 91 yards and is almost a football field. If he is travelling 25 mph, he does not need 91 yards.

Mr. Newton responded that it is the time required to see oncoming traffic, make the decision that it is safe to go, hit the pedal and clear the intersection.

Mr. Ovrom does not feel that is necessary. He still would like to know where the number came from. He guesses it comes out of a manual from Sacramento. Mr. Newton acknowledged it came from Sacramento.

Councilmember Woiwode referred to accidents. One time Mr. Newton said three or more accidents per year. Another time he said accidents related to sight distance. Is that a qualifier? Is he only going to count accidents that are only related to sight distance?

Mr. Newton responded that at least the possibility would be there.

Mr. Woiwode asked how that would be determined.

Mr. Newton explained that in each case if it was an intersection that had three or more accidents, staff would pull the accident reports to read about the primary cause factor and look at the configuration of the crash. If it is a rear end collision with two cars traveling in the same direction and one ran into the back of the other, it is most likely that visibility is not the issue there. If you have one car that turned in front of another that would be an indication that maybe visibility at least played some role in the accident. The primary cause factor might not say lack of visibility but that type of accident would indicate that it was a possibility.

Mr. Woiwode commented that it isn't necessary for the police officer to site visibility as an issue. Staff will determine whether it may have contributed.

Mr. Newton commented that the intent is to weed out the accidents that there is nothing the City can do about with red curbing.

Ms. Denny wanted to say that when we are talking about liability for the City this really is important and the guidelines that Mr. Newton is following and that the City is being asked to follow in this policy is really important for us to protect our City's assets and our General Fund and keep our taxpayers' interest in the bottom line in mind. This is not only public safety but also a liability issue and is very serious.

Mr. Ovrom is doesn't know why we would want to take on the responsibility of every adult who drives. You have to be able to see. You have to be an adult. You have to drive responsibly. That does not put the City in jeopardy.

Mayor Tanaka asked Mr. Newton that if these policies are adopted today, what will be different regarding red curbs on Third and Fourth Street.

Mr. Newton responded that right now, nothing. Staff believes that all the intersections on Third and Fourth, and even in the City, meet the recommendations of the minimum requirements, the Tier 1 requirements.

Mayor Tanaka feels that where there are red curb issues are somewhere along Third and Fourth with people trying to cross it. Mr. Newton mentioned the corner sight distance. Mayor Tanaka thinks most people who drive Coronado a lot can probably at least anecdotally report that there is a problem at H and Third or H and Fourth. There are different ones where he personally does not like crossing and will often make a point of not crossing if he feels like there is a corner sight issue. The way things are now will remain the same. We will wait for three accidents to trigger whether or not we think that the corner sight is a problem. He focused on those two intersections because he thinks those are the two most challenging streets to cross. He thinks there are some intersections where there are obstructions from trees or not enough red curb and those are just anecdotal things. He is wondering if we have ever really had staff tasked to go down every intersection from Alameda to Orange or all the way down to the Golf Course to test what staff is saying in terms of what the visibility is.

Mr. Newton responded that staff has not been tasked with going from intersection to intersection. He thinks some of the CTC's recommendations address that point.

Mayor Tanaka is starting to understand their viewpoint. He doesn't think this is a bad place to start from. He doesn't even think it is a bad policy recommendation. If he is going to talk to the Optimists at one point and give them an update, if one of them is smart they will ask what is different now and his answer would have to be nothing except if there are three accidents that will trigger a review. Those aren't necessarily bad things but he thinks people would then probably say whether the City is going out to find areas where we think that maybe those accidents would occur to see if these policies would apply to them so that we don't wait for one or two or three accidents.

Mr. King commented that staff hasn't talked about a proactive implementation of this policy once it is adopted. As Mayor Tanaka will recall, the context was that staff was asked whether the City has a policy to react to requests for red curbs. Up to this point, the City's responses have been on a case-by-case basis. So down on Third and Fourth there is a variety of inconsistencies with regard to the length of the red curb. This was put together to set up a policy. Staff has not talked about a proactive implementation of that other than as accidents occur but it does give staff a basis to respond to the public when they ask for a red curb that did not exist before. That is what staff was looking at versus a program where the City would establish a policy and then go out and evaluate all the curbs and driveways and entryways throughout the City.

Mayor Tanaka is not unhappy with that and understands that. He is just saying that if not today, somewhere down the road the Council might actually want to ask staff to go look at those 20 intersections in particular on Third and Fourth to test whether or not the engineers see them as appropriate. His suspicion is if staff tasks themselves to do that, not necessarily with 20

intersections all in a small amount of time, he thinks they will find areas where they might think it is a good idea to put in some red curb and not wait.

Mr. Newton thinks that very well could be. Staff was tasked to look intersection by intersection at Third and Fourth east of Orange. Those have already been taken care of and when that was done staff did up the amount of red curb that was there. That exercise did play a role in how staff landed on the table with the recommendations that it did.

Councilmember Woiwode asked if there is the potential that, with the implementation of this policy, some red curbs might go away.

Mr. Newton thinks it is possible but an example of that has not come up yet. His personal opinion would be if there is already more red curb than this policy is recommending, we would need to look at why that red curb was installed, when it was installed before even considering making a change. Pulling a red curb off of the street needs to be considered very thoroughly.

The Mayor invited public comment.

John Moutes commented that the CTC's opinion on the proposed policy is covered in Attachment C in the agenda packet. Whereas the CTC did not have any major differences with the staff report and he thinks the idea of a consistent written policy is good guidance for the future, the CTC did question, although not unanimously, the tradeoff between parking and intersection safety. For that reason, they suggested that this matter be reopened in 12 months, after which they would have, in consultation with staff, done maybe a little bit more of a study on improving visibility and safety at the City's intersections. He spoke about Fifth and Orange and Fifth and D. The CTC thinks it would be a good idea for this matter to be looked at and for staff, in consultation with CTC, to return to the Council in 12 months' time if we can have some recommendations to further improve safety at intersections.

Morgan Miller likes the idea of being proactive. He finds Coronado to be a City with a lot of dangerous intersections. There are so many where you have to go way out into the street to see safely. Another intersection that readily came to mind was D and Eighth but there are so many. He feels that we should err more on the side of safety rather than over parking. He likes the proactive approach to getting out ahead of the problem.

Councilmember Ovrom has been asking the City Manager for quite a while whether we have any red curb policy. Now we finally come forward with one. The reason he asked for it is because he thinks we have too much red curb. Coronado is a City with finite on-street parking. That comes preciously. The point is that we need to reduce the amount of red curb. He doesn't think he has ever had an accident on Coronado streets in 61 years of driving in Coronado. He can think of lots of examples. Why is the north side of Eighth between Orange and D red to the alley? He thinks it is because a public utility there once upon a time said that they needed access. Now that is not needed and it is still red. There is a utility pole on Ynez that has a red spot on it. Why? What does a red curb mean? It means no parking allowed at any time. Why is that? He doesn't argue a red curb but he does argue why there is a red curb in that location. He sees a traffic engineer putting things together out of a manual and he doesn't agree with that. There has got to be some practicality here that says that Coronado is different. We are supposed to be driving at 25 mph.

We are supposed to be very vigilant for kids. We need to be practical. If we need it, we need it. If we don't need it, let's get rid of it.

Councilmember Bailey thinks that the CTC has already demonstrated not only their thoroughness but willingness to take on big projects. He would like to follow their recommendation to adopt this as interim guidance and have them review it later on but he doesn't want to wait for three accidents to occur in one intersection so he would like to also task the CTC with proactively evaluating intersections in the priority of Third, Fourth, Pomona and the collector streets. Part of this is adopting this as an interim policy and understand that there might be improvements. Let's have CTC review that but also let's be a bit practical and identify the areas where we can be proactive, we can extend the red curbs where necessary or remove them where it is permissible and go from there.

MS (Bailey/Woiwode) moved that the City Council adopt the policy as interim guidance on red curb installation and that staff work with the CTC to form recommendations for improving visibility and safety at the City's intersections. The City Council directed the CTC to proactively evaluate intersections with priority being Third, Fourth, Pomona and the different collector streets throughout the City.

Councilmember Denny wants to support the motion but asked for clarification on what Mr. Bailey means by collector streets.

Mr. Bailey responded that it is a definition that the City uses to describe certain streets.

Ms. Denny will be happy to support that. She wanted to say that she agrees with Mr. Miller in that there are a lot of troubling intersections and she sees a lot of near misses and is very concerned about the public safety of a lot of the intersections. She agrees that if it has to be a choice between parking and safety that it is in the best interest of the City, of the residents and of the taxpayers to err on the side of public safety as opposed to parking.

Mayor Tanaka asked why we need to call it an interim plan. It is meeting a certain need to actually have a policy in place and to have something where if anyone asks what the guidelines are, we have them. The motion would suggest that this still could be improved but that is always the case. Whether we call it interim or not, if we remove the designation 'interim' and adopt it tonight that does not preclude our ability to come back and make changes. When you call something interim that suggests a lack of faith in something. He is okay with what is here but he also wants to keep looking at it.

Mr. Bailey explained that the reason for that was to make sure that the CTC would be allowed to take a further stab at this. He would like to give them that opportunity. We could still allow them to do that if we scrap the word interim.

Mayor Tanaka thinks Mr. Bailey's motion is clear that it is directing them to take a look at all of the areas described and it will take them quite a while to go through them piece by piece which is fine. Is the word interim the way to go?

Mr. Bailey does not think it is necessary for him to be able to support this motion.

Mr. Woiwode is happy if it is taken out.

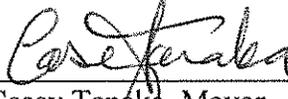
MSC (Bailey/Woiwode) moved that the City Council adopt the policy as guidance on red curb installation and that staff work with the CTC to form recommendations for improving visibility and safety at the City's intersections. The City Council directed the CTC to proactively evaluate intersections with priority being Third, Fourth, Pomona and the different collector streets throughout the City.

AYES: Bailey, Denny, Woiwode, Tanaka
NAYS: Ovrom
ABSTAINING: None
ABSENT: None

11f. Receive Report and Provide Direction to Staff on the City's Business License Tax Including Consideration of a Business License Tax Holiday for 2015. This item was continued to the September 16 Council meeting.

- 12. CITY ATTORNEY:** No report.
- 13. COMMUNICATIONS - WRITTEN:** None.
- 14. ADJOURNMENT:** The Mayor adjourned the meeting at 7:50 p.m.

Approved: September 16, 2014



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk