

**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, November 4, 2014**

Mayor Tanaka called the 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. Floyd Ross 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 October 21, 2014.

Councilmember Denny referred to page 981, the first full paragraph, sixth line down. It says, "...Coronado but something we have been working on at the Metropolitan Wastewater..." This is talking about the remote front gate concept and removing 95% of the traffic from IB and Coronado. She requested that the change be made to, "...Coronado. Something we..." On page 984, under Item 5l, it says on the third line down, "Councilmember Denny asked Mr. Walton to explain the role of the 60% zero tax hike." Zero should be changed to sewer. On page 991, first full paragraph, Item 11f, "Ms. Denny has a non-actuarial figure." This is the figure for the pension debt. The next sentence says, "This includes accounting tools or mechanisms such as smoothing and things

to that effect.” The word ‘includes’ should be changed to ‘excludes.’ On page 994, second full paragraph, the second line says, “...the first one is that there is a surplus. No matter what number you pick if you have \$300 million pension debt and \$300 redevelopment debt, \$60 million of which you didn’t get back yet and more which you wouldn’t get back...” Ms. Denny requested that “from the State” be inserted. The anticipation is that the expectancy to get back the \$30 million from the State for the redevelopment debt is reduced. On page 996, second paragraph up from the bottom, same agenda item, “...to have their input. Not only is the finances politicized here in Coronado but it also rules out public input and it is very anti-taxpayer and very anti-democracy...” She requested that ‘is’ be changed to ‘are’.

Councilmember Ovrom gave de minimis changes to the City Clerk.

MSUC (Tanaka/Bailey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of October 21, 2014, as amended. Changes by Councilmember Denny were read into the record; the minutes were revised accordingly. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.

**AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: None
ABSTAIN : None
ABSENT: None**

4. CEREMONIAL PRESENTATIONS:

4a. Proclamation: Anne Clifford Day. Mayor Tanaka presented the proclamation to Principal Librarian Anne Clifford upon her retirement.

5. CONSENT CALENDAR: The City Council approved, adopted and/or accepted as one item of business Consent Agenda Items 5a through 5g and the addition of Items 11b, 11c and 11d.

Councilmember Denny suggested the addition of Items 11b, 11c and 11d.

Councilmember Denny abstained on Item 5b because she is uncomfortable voting yea or nay, voting yes or no. It is the review of the checks that have already been written by the City for services rendered. The reason she is not comfortable with voting for or against it is because, as a member of the Audit Committee, it did come to her attention that we were violating the Coronado Municipal Code that required the Audit Committee to review the bills before the checks were paid. When this was brought to the attention of the City Council, instead of following the Code, the decision was made to just change the Code and remove the requirement to review the bills before the checks were paid so that has removed an internal financial control in the form of the Audit Committee so she will just be abstaining on that. This is just basically a rubber stamp. The checks are already paid.

MSUC (Woiwode/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5g with the addition of Items 11b - Consideration of Reappointment of One Incumbent, Ed Weisbrod, to a

Second Term on the Civil Service Commission; 11c - Consideration of Reappointment of One Incumbent, Kari Kovach, to Serve a Full, Three-Year Term on the Cultural Arts Commission; and 11d - Consideration of Reappointment of One Incumbent, Harry DeNardi, to a Second Term on the Planning Commission.

**AYES: Bailey, Denny, Ovrom, Woiwode, Tanaka
NAYS: None
ABSTAIN : Denny, on 5b
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. 10103678 thru 10103896. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Annual Review of the 2015 Local Appointments List Regarding Upcoming Vacancies on Local Boards, Commissions, and Committees. The City Council reviewed the 2015 Local Appointments List and authorized the City Clerk to post said list at City Hall and the Library in compliance with Government Code sections 54970-54974 (the Maddy Act).

5d. Approval of Holiday Time Off for Employees During December 2014 Consistent With Prior Years. The City Council authorized an additional eight hours leave to City employees to use in December as in past years.

5e. Authorization for the City Manager to Execute an Agreement with the San Diego Unified Port District to Receive a \$25,000 Grant for Snow Mountain and Holiday Events. The City Council authorized the City Manager to execute the agreement with the San Diego Unified Port District accepting the \$25,000 grant.

5f. Approval of a Resolution of the City Council of the City of Coronado Authorizing the Receipt and Appropriation of Federal Grant Funds in the Amount of \$21,716 Provided by the FY 2014 State Homeland Security Program (SHSP) Administered through the County of San Diego Office of Emergency Services. The City Council approved A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE RECEIPT AND APPROPRIATION OF GRANT FUNDS PROVIDED BY THE FY 2014 STATE HOMELAND SECURITY PROGRAM (SHSP) ADMINISTERED THROUGH THE COUNTY OF SAN DIEGO OFFICE OF EMERGENCY SERVICES. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8706.

5g. Acceptance of the Americans with Disabilities Act (ADA) Compliant Pedestrian Ramp Improvement Project and Direction to the City Clerk to File a Notice of

Completion. The City Council accepted the Americans with Disabilities Act (ADA) Compliant Pedestrian Ramp Improvement project (CDBG FY 13-14) and directed the City Clerk to file a Notice of Completion.

6. **ORAL COMMUNICATIONS:**

a. **Barbara Tato** was shocked to see an advertisement in the October 29 issue of the *Coronado Eagle & Journal* for an event co-sponsored by the Office of the Mayor of the City of Coronado, specifically since the City Council declined to sponsor the event at its October 7, 2014 meeting. As the minutes of that meeting reflect, Ms. Denny, Mr. Bailey and Mr. Ovrom voiced concern about the City taking a position on global warming and, "...might want to distance themselves from it." The final statement of the minutes on this issue states, "The City will not sponsor this. Mayor Tanaka will personally co-sponsor and the applicants should pay the resident rate." As you can see from the advertisement, the City seal is used as well as stating that the event is sponsored by the Office of the Mayor of the City of Coronado. The announcement does not say that the event is sponsored by Casey Tanaka, Coronado resident, or Casey Tanaka, Coronado teacher, which would reflect a personal endorsement. This endorsement seems to her to be a slap in the face of the intent of the City Council and an abuse of the Mayor's position. According to the City of Coronado Administrative Procedures on Code of Ethics dated June 2006, "The proper operation of democratic government requires...that the government decisions and policy be made in the proper channels of the governmental structure pursuant to the procedures and restrictions established by the City of Coronado." The identification of the Office of the Mayor appears to her to directly contradict the desire of the City Council as identified in the meeting minutes. These comments are not meant to be an attack on the subject matter of the event nor a personal attack on Mr. Tanaka. She voted for him. But it does concern her that it appears he used his position as Mayor on the global warming event in a manner with which the City Council did not concur. She would like to see action taken by the City Council and/or the City Attorney to retract this City endorsement pursuant to the decision at the October 7, 2014, City Council meeting and ensure that the event did not receive any City monies or discount of the conference room in which it is being held because of the inappropriate sponsorship by the Office of the Mayor.

b. **Carolyn Rogerson** concurs completely with the preceding speaker and added that she personally appreciates the opportunity to speak to the Mayor, City Manager and Council. At this time, she understands that she may not expect the Council to personally answer or address her concerns. Referencing that October 7, 2014 City Council meeting, when the subject of the City of Coronado co-sponsoring the November 12 discussion on national security and climate change, presented and sponsored by A Citizens' Climate Lobby was raised, she recalls the Coronado City Council and the Mayor of Coronado agreeing that it would not be appropriate for the City of Coronado to co-sponsor or give financial considerations to this event. Mayor Casey Tanaka said he would personally co-sponsor the event and the applicants should pay the resident rate. When she returned from her annual personal visit to personally enjoy climate change, she was personally surprised to read in the October 29-November 4 issue of the *Coronado Eagle & Journal*, on page 13, an ad indicating that the November 12 event was being sponsored first by the Office of the Mayor of the City of Coronado, including the use of the official seal of the City of Coronado. Then it was followed by Citizens' Climate Lobby, Political Will for a Livable World. She personally failed to find any personal co-sponsoring by Casey Tanaka. She referred to the definition of personal. She personally believes the seal

of the City of Coronado and the sponsoring description of the Office of the Mayor of the City of Coronado is misleading. She personally believes a public retraction and correction should be printed in the *Coronado Eagle & Journal* and the Coronado City seal and the words "Office of the Mayor of the City of Coronado" be covered on any and all printed posters and material to be replaced with "personally sponsored by Casey Tanaka." "Personally sponsored by Casey Tanaka, Mayor of Coronado" would also be appropriate. She personally believes this clarification is very important not to her personally but because young students, members of the Coronado High School Democratic and Republican clubs, are being personally advised by teacher and politician Casey Tanaka. One can easily lose one's personal hope for any uplifting change when unintentional or intentional misunderstandings such as these occur.

c. Mayor Tanaka commented that at that meeting he did specify that his office, the Office of the Mayor, is considering and would likely sponsor that event so he doesn't see a reason to retract that as he does hold that office. The City of Coronado did not sponsor it. He clarified that it would be the office of the Mayor and that is what that particular ad says. The City is not sponsoring it and, therefore, the City is not paying for, in any way, that event. They handled the room booking and as it is not a City event, they had to book the room themselves.

d. Councilmember Denny thinks it does bespeak of a politicization of an event and she respectfully disagrees with Mayor Tanaka. She reminded people to join CERT and CERO.

7. CITY MANAGER/EXECUTIVE DIRECTOR:

7a. Update on Council Directed Actions and Citizen Inquiries. City Manager Blair King reported that the Council has asked the staff to proceed in working with several community groups to create an Avenue of Heroes along Third and Fourth Streets. On Veterans Day at 10 a.m. there will be a kickoff ceremony for the Avenue of Heroes program. One big component of the Avenue of Heroes program is going to be a banner program and we want to put up banners at the entrances, on the west and the east side of the Avenue of Heroes. Two banners were displayed to the public. The City is looking for Coronado residents who have served with distinction who could be honored on the Avenue of Heroes. The ceremony will be held at the parking lot near the Third Street Gate entrance of Naval Base Coronado North Island.

Staff has secured Hannah, Gabriel and Wells as the project architect for the Spreckels Park restroom. Their fee amount is within the City Manager's signature authority. He will be signing that contract and we will begin the architectural review for that. The Tenth and Orange project is nearly completed. Staff realizes that this project took a very long time.

Mayor Tanaka pointed out that the Veterans Day event does start at 10 a.m., right near the Stockdale Gate at Alameda and Third. There will be performances by Nancy Ratcliffe's Radical Rabbit Kindergarten class. There will be two songs by the CoSA Brass Ensemble and words spoken by CAPT Sund, CO, Naval Base Coronado. After the event, right across the street, "Spuds" Ellyson's home is right across from that gate and there will be a reception at that home with a small degree of fundraising for a Wounded Warrior Project. Anyone can attend that event. People are invited to see his historic home that has been beautifully restored.

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.**

Councilmember Woiwode submitted his report electronically and mentioned that he met with the Oxford Park residents and spoke with a representative of the ownership group prior to this meeting.

Councilmember Denny reported on the Metropolitan Wastewater Joint Powers Authority to say that the Point Loma Treatment Plant permit renewal and the Pure Water recycling project are moving forward; will attend a Finance Committee meeting for the Metro JPA in November.

Councilmember Ovrom submitted his report in writing.

Councilmember Bailey submitted his report in writing.

Mayor Tanaka had the honor to join City staff when Councilmember Woiwode was given the “Walk the Walk” award by Move San Diego. He was one of two elected officials to be recognized for his support of other modes of transportation and his forward thinking. Mayor Tanaka had a chance to spend some time at the Golf Course at the City’s employee golf tournament. He thanked Mr. Ovrom who graciously offered to let him sit in the back of his 1965 Mustang during the Homecoming Parade. He was one of the celebrity pitchers for the Miracle League baseball games. The three celebrity pitchers were Mayor Tanaka, John Weisbarth, and Jane Mitchell. He met with the residents of Oxford Park. PAWS took over the operation of the Animal Care Facility on November 1. He briefed the Executive Board of the Chamber and hosted the Mayor’s Movie of the Month, “Dave.” The next movie of the month will be “It’s a Wonderful Life” at noon on Christmas Eve.

11b. **Consideration of Reappointment of One Incumbents, Ed Weisbrod, to Serve a Second Term on the Civil Service Commission.** On Consent, the City Council reappointed Ed Weisbrod to the Civil Service Commission for a second term to expire December 31, 2017.

11c. **Consideration of Reappointment of One Incumbent, Kari Kovach, to a Serve a Full, Three-Year Term on the Cultural Arts Commission.** On Consent, the City Council reappointed Kari Kovach to the Cultural Arts Commission to a full, three-year term to expire December 31, 2017.

11d. **Consideration of Reappointment to Fill One Incumbent, Harry DeNardi, to a Second Term on the Planning Commission.** On Consent, the City Council reappointed Commissioner Harry DeNardi to a second, three-year term to expire December 31, 2017.

11e. Consideration of Commercial Loading from the Alley Adjacent to the El Cordova Hotel Complex and Oxford Park Condominium Complex. City Engineer Ed Walton made the presentation.

Councilmember Denny wanted to make it very clear for everyone that the staff recommendation leaves some garages still blocked. Is that correct?

Mr. Walton corrected that all six of the garages that are fronting the alley are open. Across from them will be no loading zone and no parking.

Ms. Denny clarified that there is absolutely, positively no blocking of any garages with the staff recommendation.

Councilmember Woiwode asked if there is a difference between delivery and service access. Is it expected that a loading zone is used for a matter of minutes or is there a differentiation?

Mr. Walton responded that loading zones, according to the Municipal Code, are active loading, 20 minutes. That is how staff anticipates this to be used. He does know that there are service vehicles that will park there and use it but by definition, from 6 a.m. to 6 p.m., loading zones are for 20 minutes. The people that are delivering are actively delivering.

Mr. Woiwode referred to the red curb on Adella that is 26' long now, where the fire hydrant is. Does Mr. Walton know why that is 26' long? Do you need that much space to protect that hydrant?

Mr. Walton explained that all fire hydrants have a minimum of 20' of red curb.

Mr. Woiwode concluded that there wouldn't be enough room to convert some of that into a parking space. He referred to the pole in the alley. Is that a limitation on where the one end of the loading zone is?

Mr. Walton responded that the location of the pole makes it so that he does not think we can get to the effective 60' but would be approximately 55'.

Mr. Woiwode asked if there has been any discussion of removing the pole and either suspending the utilities another way or undergrounding them.

Mr. Walton commented that there have been discussions about utilizing 20A funds to underground this alley. 20A funds aren't used for alleys so that didn't go very far. There have been no recent discussions about undergrounding it.

Mayor Tanaka asked Mr. Walton to give a ballpark figure, off the top of his head, as to what it would cost to underground that alley.

Mr. Walton responded that undergrounding is very expensive. He would imagine it would cost approximately \$300,000.

The Mayor asked for public comment.

Tina Pivonka has the first tandem garage as you come into the alley. She thanked everyone for meeting on this. It has been a long time coming and they appreciate what has been done. They know that the Council must balance the needs of everyone but she wanted to remind everyone of what was in Mr. Walton's earlier report. Strategic Policy Objective 4.2.1 deals with parking and the beach and commercial areas and provides priorities that the Council is to look to in access to parking. The number one priority is for residents to have access. The second priority is the concern of businesses and the third priority is the concern of visitors. So while the Council has to balance, the balancing should be done with those priorities in mind. The bottom line is that the residents have to have access to their garages. They really appreciate the recommendation on the six garages in the front that everyone agrees have to be opened but by putting in those two large loading zones where 27 other garages exist is going to make it very difficult for those people to go in and out if you allow a full size truck. While you might be able to get in, it is very difficult to get out and the whole front of your car has to come out into the alley before you can see if a car is coming. She thinks this will lead to a lot more accidents. This alley is different because there is no parking behind it. There is no parking whatsoever for the hotel, no parking whatsoever for any of those businesses and in a way the Council has already given the businesses great deference in allowing them to even have their businesses there given the fact that they have no parking. What she fears is going to happen, if the City blocks off the other 27 units, is that those people are going to start parking on the street while the six people who will now have access to their garages will start putting their cars back into their garages you are still going to lose some parking spots out in the back. She suggests that whatever the Council decides, a provision be included to revisit this in three months.

Patricia Faircloth lives in one of the condos with the tandem garages which are very difficult to get in and out of. There are two important words in the Coronado Strategic Plan Objective 4.2.1. The first is 'preserve' and the second is 'accommodate'. This is to preserve parking for residents and accommodate commercial and visitor parking. The present use of the alley has totally switched these priorities around. The alley usage right now actually preserves commercial parking and expects the residents to make accommodations. The residents accommodate daily by parking out on the street because they can't get in and out of their garages. She accommodates when she uses a dolly to carry in groceries from a car she had to park blocks away. Her neighbors accommodate by leaving earlier than necessary to get their kids to school or soccer practice on time. The problem is Oxford Park residents have been expected to make accommodations for years. The expected accommodations have gotten out of hand. Oxford Park residents have made accommodations for commercial parking long enough. It is time for the businesses to accept their responsibilities toward the Strategic Plan Objective. We need to change the alley from preserving the commercial parking to accommodating the commercial parking and change accommodating residential parking to actually preserving it. With all due respect, she does not think City staff made recommendations that prioritize residential parking. Their recommendation is to create two designated loading zones further up the alley. This idea actually continues to preserve commercial parking in the alley by removing the residential parking problem from one part of Oxford Park to another. It does not preserve residential parking for all of Oxford Park. She went on to review the other options given by Mr. Walton. Option 1 considers putting commercial parking in front of the businesses. This is not a bad idea and was actually endorsed by the Fire Chief. She thinks this option deserves some merit. Option 2 suggests moving commercial parking in front of residential homes. Why would you do that? All commercial possibilities should be exhausted before moving commercial parking in front of houses. She summarized by saying that they do park on the streets. If the City opens up the alley, it will gain a lot of parking spaces.

Miles Harvey owns the El Cordova property with his partners and has for forty years. During that time, they have constantly reinvested their funds to improve the property, including working with the City on the plaza directly in front of Orange and Adella. Most recently, they worked with the condo owners and tenants to hide and improve the trash storage area located in the alley. Recently, they went to court to evict a tenant on the alley whose cross fit gym was causing noise and vibration due to the dropping of weights and that was affecting their guests as well as the condo owners. They spent over \$70,000 in the eviction process and enabled one of their owners to testify in court as to the impact on them. This is evidence of our concern for their welfare. The condo owners who are concerned over alley access should be aware that their complex was built decades after the El Cordova property was completed. The alley has been used by the hotel and its commercial tenants for deliveries and trash pickups for more than 25 years. The condos were built in the late 1980s. The alley has served the dual purpose of providing condo owners access as well as commercial access all of that time. The fact that the owners' desires to now red line the entire alley so only they can use it would put all commercial deliveries on the busy Coronado streets. That is not a reasonable solution to what they perceive as a problem. They have read the staff report on the matter and while they would prefer to maintain the alley as it has been for over forty years of their ownership, they, as good neighbors and residents, are willing to accommodate the problem of providing access to the owners' six garages that border the alley when commercial deliveries take place. For that reason, they endorse the recommendation from City staff. Having these designated loading areas in the alley is essential and is a lifeline for the delivery of food stuffs and supplies. The engineering design proposed by staff is a reasonable resolution to the soluble problem that does not require the drastic remedy sought by the condo owners.

Mike Morton is the president of the Brigantine and Miguel's restaurants. They have a couple of restaurants in town, locally, and have had good use of those restaurants. They are not just here to inconvenience anyone. He is probably responsible for 90% of the deliveries that take place in the alley. That is just because they have a tremendous volume of guests going through their restaurants. They try to be an asset to the community. They are a community participant. They are not here to inconvenience residents. Being a good community contributor and citizen they are willing to compromise. In this situation, he completely understands. The residents don't want any commercial traffic in the alley and the businesses would like the whole alley to maintain status quo so there is endless delivery potential. There are some times when the whole left side of the alley is full with delivery trucks. He thinks the staff recommendation is a great one. It really takes into account the needs of the residents and the commercial needs. He respectfully asks that the Council back the staff recommendation.

Jerry Davee is president of the management company that operates the El Cordova Hotel. It is owned by 14 retired people and have operated it for the past 40+ years. He gave a brief history of the property going back to its being built by Elijah Babcock in 1902. They have spent a lot of money – just \$500,000 in this last year – and this explains the large number of trucks. He commented that every option that staff presented that involves Orange and Adella is a no go. They are significant contributors to both TOT and property tax and they have to have access in order to do business. While he would prefer that no red line be put in, he agrees with Mr. Walton's analysis. They agree with this. It is not the perfect idea but they have that solution at the end near La Avenida and they can do the same thing here but it has got to be 55' or 60' because there are too many trucks that are not 40' long. Those things along Adella are no starters.

Betty Galbo lives in Oxford Park and is concerned about a big rig parking only 10' from her bedroom window. This was never disclosed when she bought her unit. The City recommends moving trucks from units 1, 2 and 3 that are blocked to the end of two driveways in their complex which would block egress into the alley for 27 Oxford Park residents. The City recommendation is flawed since it looks at the problem from only a business point of view, stating that vehicles parking on the southwest corner next to the alley may have a negative impact on adjacent business, that is, visibility, aesthetics and air quality. This completely ignores the residents who are impacted daily by air and noise pollution. She missed the April TOC meeting but learned that redlining the alley behind the Oxford Park Complex and behind El Cordova had been recommended. At the meeting, the TOC gave the issue back to staff, asking them to work on a resolution. They heard nothing for four months. She called Engineering and was told that a meeting with businesses and residents would be set up. This idea was continually put off. They decided to recommend options for parking delivery trucks which was not included in the recommendation and invite business reps, staff and Council to walk the alley area in order to explain their concerns, support the redlining behind El Cordova, and offer solutions. Big rigs and large trucks have no place in the alley since they impede access to their units and block emergency vehicles such as ambulance and fire. Unless parking is prohibited in this alley, a life safety condition will continue to exist and endanger the welfare of those living in their complex and others who are near or use the alley. This is not a theoretical issue. Instances exist where emergency vehicles have been unable to access the alley to their units because commercial trucks have blocked them. Commercial vehicles also present dangers to pedestrians and cyclists. She had a close call attempting to maneuver between a side ramp and garage doors. Finally, she repeated that this is a real, not a theoretical, issue. People's lives and welfare are adversely impacted.

Phil Hammett, representing the Executive Committee of the Coronado Chamber of Commerce, reported that after reading the staff report, visiting the site, and active discussion, the committee reached unanimous support in the recommendation of staff to continue to allow loading and unloading of commercial vehicles in this alley. The designation of the loading zone areas in the alley that staff recommends will help minimize the conflicts with the residents entering and leaving their garages. These loading areas will continue to serve the businesses well as store rooms, loading rooms, kitchens and service areas are all at the rear of these businesses. Any relocation of loading zones on Adella Avenue or Orange Avenue would eliminate needed parking spots and would disrupt the beauty of that El Cordova view corridor. One suggestion for a possible solution came out of the committee's discussion and that was the idea of possibly establishing the minimum space required for residents to leave and enter those six garages and mark that pavement area 'Keep Clear' as the firehouse has out in front of their space.

Bob Rauch, operator of the hotel, along with Mark Francoise, the GM of the hotel, commented that this hotel has a great history and the ownership partners have been great stewards of this hotel. He understands that the alley is about 24' and when you put a truck in there that is 9' wide and you have to navigate it, it does require an effort but City staff has done a great job of compromise and they are wholly in favor of staff's compromise.

Fabrice Borel, owner of the French creperie on Adella, understands the problem as he drives that alley every day in the morning. It is workable. The traffic happens in the morning. He agrees with the proposition to mark certain zones in the alley. He thinks that is a great idea. He is really against Option 1 which will block the whole front of the restaurant. His customers enjoy people watching while sitting outside. He is supportive of staff's recommendation.

John Malinick thanked Mr. Harvey and Mr. Davee for removing the hideous gym that was directly across from his unit. The trash compactor that Mr. Harvey mentioned has not yet been installed but he looks forward to its installation. This is a discussion of access to and from people's homes via the garages and driveways. This is an inherent right enjoyed by all Coronadans. No one ever considers committing the faux pas of parking in front of or blocking someone's driveway. It is not done and is illegal. The right of access to and from garages and driveways seems to be guaranteed everywhere except in the alley adjacent to Oxford Park. The question is why Oxford Park is considered different under the same law enjoyed by every other Coronado resident. Oxford Park is a condominium complex that was permitted by the City of Coronado. In compliance with City mandate, two off street parking places per unit were built into the plan for a potential total of 66 cars. The intent of this policy, as he understands it, is to keep condominium residents from parking in the street, thereby allowing for more visitor parking which benefits local businesses. When Oxford Park residents are denied access to and from their garages or to and from the alley, they are forced, by default, to park on the street. This moves visitor parking spaces from the street which has a potential of negatively impacting local businesses. The solution is to make the alley adjacent to Oxford Park a no parking zone and to augment the existing loading zones in front of the El Cordova Hotel complex on Orange Avenue. In the end, all that Oxford Park residents want and all that Oxford Park residents have ever wanted is parity under the law. All Coronado residents enjoy direct access to and from their driveways and garages with their cars. Oxford Park should not be considered an exception to the law. In the spirit of cooperation, Option 3 is viable.

Rita Sarich, Coronado MainStreet, reported that the MainStreet Board has been following issues arising from mixed use commercial/residential zones for some time. There are inherent problems that occur. There is no perfect solution. Alleys were an integral part of the design of our City, especially in the business district. They remain a vital component of the ecology and have an essential role to play. MainStreet urges the Council to keep the alleys available for loading and if the City seeks a reasonable compromise in this particular alley, they hope that the Council will support the staff recommendation. It is a workable compromise and has many advantages. In particular, it does not require the elimination of another one or two parking spaces in this very impacted neighborhood as is suggested in Options 1-3. In addition, Option 1 moves the loading zone right in front of an outdoor dining establishment that is treasured and cherished. This is an unreasonable solution. The other options also seem unreasonable and unworkable. The MainStreet Board hopes the Council will support loading in the whole alley but if it can't support that, then the staff recommendation.

Richard Capano lives on Adella and wanted to cede his time to Tina Pivonka. The Mayor did not allow this.

Sandra Capano lives in Oxford Park and appreciates what everyone has done to try to resolve this. She lives in one of the interior units and knows that when there are big trucks blocking the secondary alleyways going to their units, it is very difficult to get by these trucks, more so going out than coming in. She would support Option 3 although she recognizes the difficulties of that option.

Nancy Warner thanked City staff for working so hard to come up with what she considers to be a really good compromise solution on this issue. From a resident point of view, she knows alley traffic can be frustrating. She has chosen to live in an alley house so she puts up with trash trucks

and moving vans and utility workers and all sorts of deliveries from time to time. For those who have chosen to live next to a mixed use alley, she is sure the nuisance is worse. We all make our choices. As time has gone by, we have all had to deal with changes as the density in different neighborhoods has increased. Straight across the alley from her front door, where there used to be a single family home, there are now three condos with a configuration that affects parking for all of us. The zoning rules in her neighborhood that allowed the change were in place decades ago so we all live with changes. Likewise, the businesses on this alley that we are talking about today were operating decades before the housing density in this area was increased by the big condo development. She urges the City Council to please support City staff's compromise solution of limiting the commercial parking to certain sections of the alley. This gives the condo owners that front the alley parking access to those six garages and the other condo owners get in and out. The options that are available for consideration are difficult because #1 and #3 involve putting loading zones out in front of existing outdoor dining businesses and that is not a compromise. The future effect of restricting commercial deliveries from this alley will result, she is afraid, in a succession of similar requests on other commercial blocks. She went up and down Orange Avenue. The majority of the commercial blocks have parking issues either with garages or outdoor parking that backs up onto the alleys and if commercial parking is barred from this particular commercial alley, you are just going to have multiple requests coming in to restrict commercial parking.

John Scheck is an Oxford Park resident. He has some concerns about the staff recommendation. The businesses in the area have been generally very cooperative and he is glad to have them there. He wanted to answer some of the questions that have come up over some of these comments. One of them is the size of the vehicles. He asked the City Manager whether the City could limit the size of the vehicles. There are two spaces that are being proposed and he actually measured and drove a vehicle – a small car, a pick-up truck, a van – the type of vehicles that actually fit in garages. What he discovered is that one person here said that you can get into the driveways because the driveways are larger. That is true. The problem is getting out of the driveway. You don't have 24' as was presented by staff. You only have 10'. There is a difference between going in and coming out. The small vehicle was successful. They tried it with a larger vehicle and they went over the line that represented the truck. After repeated maneuvering they might be able to make it through. Some of the experiences he has had when there are deliveries there is that there are a lot of beer trucks and things like that and they open up the side door. When they open up the side door there is a ramp that goes down and there is a dolly that is carrying these items and you can't get through at all. Now it is extending into the point where you only have 7' to make the turn. There was another comment about the people access and having the emergency exit. The gallery emergency exit is blocked.

Mayor Tanaka met with many of the residents of Oxford Park. His initial feeling about that alley is that it is inadequate for what we are asking it to do. Everyone seems to agree that the six garages that face the alley need to be remedied so he is glad that Mr. Walton and Mr. King have been able to put together a compromise. His main concern with the compromise is that it is not a coincidence that where the new truck loading zones are is right in front of the driveways into where the garages exist for the Oxford Park complex. Again, the only area that is wide enough to potentially create a compromise is the area that staff has identified. He is not sure that this compromise will work. It kind of doesn't pass the smell test in terms of the amount of width. It certainly doesn't pass the smell test as he would not want to have to navigate those two loading zones if he lived in the Oxford Park condominiums. He also has to admit that he is not entirely convinced that the compromise will fail. He thinks it is appropriate to bring up the history of that particular complex.

The existing businesses have been there long before the Oxford Park condos were built. There certainly is a historic nature to that property. He does not think it is an exaggeration that Coronado residents, in general, enjoy dining at The Brigantine and at Miguel's and that they would be upset if the Council made a policy decision that undermined the smooth operation of those two restaurants. He feels obligated to give the compromise a try. He wants to tell the Oxford Park residents, in particular, that he shares their concerns and he thinks that the suggestion that the Council review this in six or twelve months is a good idea. He pointed out to Mr. Morton that he might be in a unique position to get involved and help manage the truck traffic to protect his access to that type of parking. If it gets to a point where those two driveways that are now going to be impacted can't get in and out easily and if these are things that could have been remedied simply by the truck drivers being more cooperative, he is not going to see it their way the second time around. He thinks that under the circumstances he has to give the compromise an opportunity to succeed.

Councilmember Ovrom has been around long enough to hear these comments over the years with regard to the interface between residents and commercial business, whether it is the 100 block and the alleys on both sides, the 800 or the 900. There are difficulties with parking and with noise. Historically, the Council has tried to meet both of those with compromise to see if they can live together and encourage everyone to live together. He pointed out that on page 115 he thought the following objectives which were considered when analyzing these options were 1) improved garage access for Oxford Park; 2) adequate loading and unloading zone; 3) no negative impacts on the on-street parking; 4) no negative impacts on the zones for passenger unloading on Orange Avenue. What Mr. Walton and his group did accomplished all of those things in a reasonable manner. He recommends getting rid of the tree to help with all of this. If you start at the western or northern end of the sidewalk where it goes across the beginning of the alley, there is about a 30' space that goes down to the first telephone pole. That is where the trash cans are but if you marked that as an extra zone for a smaller truck that might help. He did see that one of the trucks servicing Miguel's was parked across the street in the diagonals, the long way, because no one was there. He suggests that we go ahead with the staff recommendation as well as take a look at the smaller area he referred to in the alley. He guarantees it will be noisy but that is the price of living next to a business and that isn't going to go away. He thinks there are some solutions there that still need to be worked on by the businesses to work with their vendors to make sure that they are getting trucks of a reasonable size and that they get in and out and know where to park and don't go somewhere else. He thinks the solutions are a good compromise. There are still some other things we need to look at. He doesn't have a problem revisiting this in 12 months. For right now, he thinks this is a reasonable compromise.

Councilmember Bailey looked at the staff recommendation and thinks it is a bit flawed in that, as admitted by staff, the trucks that come through there can be as long as 60'. If the loading zones are only 50 to 55', then you are going to have some hang over on both sides which is going to create a problem for residents, once again, pulling into and out of their garages. If residents aren't confident that they can comfortably navigate the alley and get into the interior garages and out of the interior garages, they are going to continue to do what they do right now which is to park on the street. Someone had mentioned that there is not going to be a perfect solution and he does not pretend to have a perfect solution but he did have something he wanted to throw out to the rest of the Council. Given that most of the deliveries, especially for the larger trucks, come in the morning, he would be curious to know what the rest of the Council thinks about possibly using some of the smart meters we have and programming those to be commercial loading zones between

7 a.m. and 10 a.m., on Adella, and taking up part of that red curb that was proposed so you would have that 60' spot between 7am and 10am. This would allow visitor parking to occur after 10 a.m. in those few spots so you aren't giving up much and if the residents from Oxford Park who are currently parking their cars on the street move back into the garage, we are actually gaining more spots. He would also propose that the City flip the loading zone that currently exists on Orange Avenue from being right next to the Brigantine parking entrance to being closer to Adella. He is okay with some loading zone on the alley but it would have to be short enough that the residents in Oxford Park would be comfortable and confident that they could actually use their garages and so he would propose limiting the width of that loading zone so that people know they can get around and also maybe the length to maybe 40'.

Councilmember Denny commented that this is one of those issues in our City that goes right to the heart of our residents' focus on over development. This really is a City-created issue as she sees it. It is not created by business. It is not created by the residents. It is really a City-created issue because when you look at the function of a city government really what our City government is concerned with is land use, which is development issues, and public safety. Those are really the two main functions of a local government. Those two things concern her quite a bit with regard to what is being proposed here today.

To take the land use issue first, or the development issue first, as a land use attorney, she is quite concerned with the staff recommendation because what will happen, she can see in the future, would be putting the City assets, including the General Fund, at risk for legal liability for exposure and by that she means should residents decide that the City is not following its own General Plan and not providing residents with parking, as we have had testimony here today, based on the goals that our City set out, she thinks that puts all the taxpayers who have a great concern with all of our City assets, including our General Fund, she thinks that exposes that to legal liability and puts that at risk. On that basis, she couldn't support the staff recommendation.

The second reason is a public safety reason. The speakers that brought up a public safety issue – she thinks it is very important because deliveries take place at certain times of the day but emergencies can happen 24 hours a day, seven days a week. If you don't give the residents access to ingress and egress from their garage and if you don't give that to them 24/7, she thinks that poses a great public safety risk and again that is not prudent or not wise for a city council to decide that and so for those two reasons, the land use issue and the public safety issue, she could not support the staff recommendation.

This is a really hard call because each option brings with it problems and consequences. If you look at Option 3 and moving the loading to Orange Avenue, that is really the model that we see in cities all over the country. Busy thoroughfares are used certain times of the day for loading and unloading. The problem with Coronado is that we have not managed our Orange Avenue traffic very well or our traffic very well. We have been very passive and we have not, for example, pushed the remote front gate issue that could remove up to 95% of the traffic in Coronado and by that she means the Navy traffic specifically. We have not pushed public transportation and we have not pushed other ways to move traffic around the island and to reduce Orange Avenue traffic. She referred to these over the years as the big six modes of transportation. If people are interested in knowing how to manage traffic on Orange Avenue and how we can do that, please go to www.dailycoronado.com. Option #3 would be preferable and a more focused approach by the City, in terms of actually managing traffic in Coronado, including Orange Avenue. The problem

with the staff recommendation, to sum this up in conclusion, is that it takes a problem from six of the residents in Oxford Park and then makes it the problem of 27 residents and that is not right. It is not prudent for the City to do that. No matter what the City Council decides today, she thinks it is a good idea to readdress in a few months as has been requested here because she is very concerned at the results of what is going to happen here today for the residents.

Councilmember Woiwode is the person who represents the City at SANDAG and is insulted when someone says we are not making attempts to reduce traffic on Orange Avenue. The traffic is what it is. The Navy has been working with the City and with SANDAG and there are incremental improvements but it is never going to get to the point where we remove 95% of the traffic from Orange Avenue no matter what we do. If a solution to loading zones is dependent on something like that, then it is an unrealistic solution. The proposal by City staff shifting those loading zones to the areas where the secondary alleys occur, exits from the garages, is something we need to try. The issue clearly is that it is more difficult to get out than it is to get in. Of course, you have the problem of seeing what traffic is coming down the alley. He would like to see the City put mirrors on that corner as part of the solution. It seems to him that the biggest concern is the timidity with which you have to exit in order to make sure that you can exit clearly and people coming down the alley need to be able to see whether someone is trying to pop out. Whether or not the clearance is adequate probably depends on a combination of things including how much activity is going on the side of the truck. He believes that the stencil on the pavement will help keep the activity closer to the wall. He likes the suggestion that the Chamber made of putting 'Keep Clear' outside the garages. He is supportive of the idea of putting the staff recommendation in place, putting the 'Keep Clear' stencils on the ground outside those six garages, and putting mirrors in the intersections so that people can see what is coming at them when they are trying to get out.

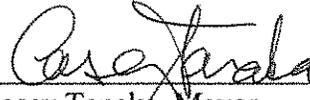
MSC (Ovrom/Tanaka) moved that the City Council direct staff to designate and demarcate two loading zones, one 60' and one 55' long, in the alley at Oxford Park drive aisle connections to the alley thus eliminating the current loading zone conflicts with adjacent garages with a twelve-month review.

Mr. King clarified that the motion includes the 'Keep Clear' stencils and the mirrors. The maker and seconder agreed.

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

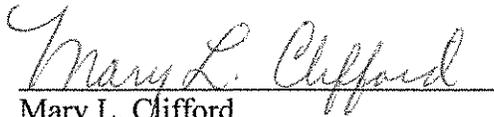
12. **CITY ATTORNEY:** No report.
13. **COMMUNICATIONS - WRITTEN:** None.
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 5:51 p.m.

Approved: November 18, 2014



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk