

**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, December 16, 2014**

CALL TO ORDER/ROLL CALL 3:19 p.m.

Present: Bailey, Downey, Sandke, Woiwode, Tanaka
Absent: None

ANNOUNCEMENT OF CLOSED SESSION

**1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION
(QUARTERLY LEGAL UPDATE)**

AUTHORITY: Government Code Section 54956.9(a), (d)(1)

NAMES OF CASES:

- a. *Michael Lewis, Lauren Taylor, et al. v. City of Coronado*
San Diego Superior Court, Case No. 37-2013-00061742-CU-CR-CTL
- b. *City of Coronado v. Michael Cohen, et al.*
Sacramento Superior Court, Case No. 34-2013-80001694-CU-WM-GDS
- c. *The Affordable Housing Coalition of San Diego County v. Tracy Sandoval, et al.*
Sacramento Superior Court, Case No. 34-2012-80001158-CU-WM-GDS
- d. *Elizabeth A. Uremovic v. City of Coronado*
San Diego Superior Court, Case No. 37-2013-00060783-CL-MC-CTL
- e. *Jane Underwood v. City of Coronado*
San Diego Superior Court, Case No. 37-2014-00008463-CU-PA-CTL

- f. *Arthur Young v. City of Coronado*
San Diego Superior Court, Case No. 37-2014-00037469-CU-EI-CTL

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

- a. **AUTHORITY:** Government Code Section 54956.9(d)(2), (e)(2)
NUMBER OF CASES: ONE (1)
FACTS & CIRCUMSTANCES: The owner of the property located at 705 First Street has filed a lawsuit against the owner of 609 First Street regarding the blockage of the frontage road and installation of a driveway.
- b. **AUTHORITY:** Government Code Section 54956.9(d)(2), (e)(1)
NUMBER OF CASES: ONE (1)
- c. **AUTHORITY:** Government Code Section 54956.9(d)(2), 54956.9(e)(3)
Claim for Damages (City Claim No. 14-34)
Claimant: Betty M. Butner

3. ORAL COMMUNICATIONS: None.

The City Council adjourned to Closed Session at 3:20 p.m.

The City Council reconvened at 3:58 p.m. and the Mayor announced that there was no reportable action.

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

1. ROLL CALL:

Present: Councilmembers/Agency Members Bailey, Downey, Sandke, 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 December 2, 2014.

MSUC (Downey/Woiwode) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of December 2, 2014, as submitted. The minutes were so

approved. The reading of the minutes in their entirety was unanimously waived.

AYES:	Bailey, Downey, Sandke, 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 5i with the addition of Items 11b and 11e.

Councilmember Woiwode suggested the addition of Items 11b and 11e to the Consent Calendar.

Councilmember Downey commended staff and the Council for Item 5g. She echoed her support for the Arts Administrator position and is happy to support the item.

Harold Myers raised a point of order. On November 18, 2014, the Council passed an item which said that the Council approved a tentative approval to participate in the restoration and display of historic Coronado Trolley #2 at a future meeting. He is looking for some clarification as he is trying to figure out what Item 11L is. It certainly does not have anything to do with historic Coronado Trolley #2 and granting tentative approval for it. Instead it reads, "Consideration to Authorize the City Manager to Secure County of San Diego Neighborhood Reinvestment Funds to Acquire and Transport a Historic Trolley to Coronado for Rehabilitation and Display..."

Mayor Tanaka asked for clarification on what Mr. Myers' point of order is.

Mr. Myers asked if the agenda item that was approved for a future agenda item on November 18 is on today's agenda.

Mayor Tanaka thinks there are two ways of answering that. Mr. Ovrom made a request, while he was a Councilmember, to look at the items mentioned. The reason he did that is because no one member of the City Council can unilaterally put an item on the agenda. Under that policy, any Councilmember can make a request and at the first Council meeting it is just an agreement – yes or no – as to whether the Council is willing to take that item up later. The November 18 meeting that Mr. Myers is citing is the first of a two meeting process. The City Manager approves the agenda. Mr. King can answer as to whether or not Item 11L is the continuation of Mr. Ovrom's request or is on the agenda at his prerogative.

City Manager Blair King suggested that Mayor Tanaka take up consideration of the Consent Calendar first and then invite Mr. Myers back under Oral Communications.

Mayor Tanaka would prefer to address the point of order.

Mr. King explained that it is a two-part process. The agenda item today is the manifestation of the second part of that process. The Council indicated that it would be willing to discuss the acquisition of the trolley that Mr. Ovrom identified; however, Mr. Ovrom's suggestion is

impractical in terms of how we interpret that. The interpretation of the direction Mr. Ovrom wanted is what is on the agenda. It would have required a much more extensive study to delve into all of the elements that Mr. Ovrom presented.

Mayor Tanaka commented that the item Mr. Myers is raising a point of order on is not on the Consent Calendar so he is technically out of order.

Mr. Myers added that he may raise a point of order at any time. He would like to know when the agenda item that was approved on November 18 will be discussed and whether it is the intent of the City Manager that today's agenda item 11L is that item.

Mayor Tanaka responded by saying that he cannot discuss items that are not on the agenda. He can discuss items that are. The item that is on the agenda is Item 11L. That item will be gotten to in its normal sequence. When it comes up, Mr. Myers can raise his point of order again as to whether or not that is the second discussion of Mr. Ovrom's request and the Council can adjudicate that at that time.

MSUC (Downey/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5i with the addition of Item 11b - Consideration of Reappointment of One Incumbent, Edry Goot, to Serve a Full, Three-Year Term on the Historic Resource Commission and 11e - Consideration of Appointment of Two New Members to the Cultural Arts Commission (the two applicants were Doug Metz and Amy Steward).

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
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/Agency Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2014-2015. The City Council approved payment of City warrant Nos. 10104323 thru 10104557. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Award of Construction Contract to NRG Building and Consulting, Inc. in the Amount of \$165,108 for the 15th Fairway Barrier Netting Improvement Project. The City Council awarded a contract for the 15th Fairway Barrier Netting Improvement project to NRG Building and Consulting, Inc. in the amount of \$165,108.

5d. Award of Construction Contract to AToM Engineering in the Amount of \$250,398 and Appropriation of \$150,000 from the Wastewater Fund for the Pine Street Pump Station Upgrade Project and Authorization for the City Manager to Approve a Work Order to Psomas in the Not-to-Exceed Amount of \$16,310 to Provide Construction Support

Services. The City Council 1) awarded a contract to AToM Engineering in the amount of \$250,398 for construction of the Pine Street Pump Station Upgrade project; 2) appropriated an additional \$150,000 from the Wastewater Fund to bring the total project appropriation to \$350,000; and 3) authorized the City Manager to execute a work order to Psomas in the not-to-exceed amount of \$16,310 for construction support services for the project.

5e. **Adoption of a Resolution Approving the Award of a Public Works Contract to San Diego Construction Company Inc. in the Amount of \$182,670 for Repairs to the Glorietta Bay Marina Restaurant and Approving an Additional Appropriation of \$113,000 from the Tidelands Fund.** The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA TO AWARD A PUBLIC WORKS CONTRACT TO SAN DIEGO CONSTRUCTION COMPANY, INC., PURSUANT TO PUBLIC CONTRACTS CODE SECTION 22034 (f) IN THE AMOUNT OF \$182,670 FOR REPAIRS TO THE GLORIETTA BAY MARINA RESTAURANT and approved an off-cycle funding appropriation of \$113,000 from the Tidelands Fund 220. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8714.

5f. **Authorization to Enter into Two Professional Services Contracts with Psomas for the Coronado Cays Fire Station Parking Lot, Emergency Generator, and ADA Access Project for a Total of \$73,300.** The City Council authorized the City Manager to enter into two professional services contracts with Psomas: one for the design/construction documents for the Cays Fire Station Parking Lot and Emergency Generator project; and the other for the design/construction documents for the Public ADA Access and Parking project.

5g. **Authorization for the City Manager to Execute a Professional Services Contract with RBF Consulting to Perform a Site Location/Feasibility Study for a Reclaimed Water Plant at Naval Air Station North Island and Approval of a \$60,000 Appropriation from the General Fund and Wastewater Fund for the Project.** The City Council authorized the City Manager to enter into a contract with RBF Consulting (RBF) to perform a site location/feasibility study for a joint water reclamation plant located at North Island and approved a \$60,000 appropriation for the study, split between the General Fund (CIP Fund 400) and the Wastewater Fund 510.

5h. **Adoption of an Amendment to the Arts Administrator Professional Services Agreement with Regard to Duties and Compensation.** The City Council approved the amendment to the Agreement for the Arts Administrator.

5i. **Consideration of Approval for an Amendment to the City Manager Employment Agreement with Blair King.** The City Council authorized the Mayor to execute an amendment to the City Manager Employment Agreement modifying compensation consistent with the non-recurring stipend approved for all other City employees.

6. **ORAL COMMUNICATIONS:**

a. Denise Schwab, Coronado Chamber of Commerce, thanked staff for its time and dedication to the bike rack project. The Chamber office has heard continued concern over the bike racks and safety at the corner of Tenth and Orange on the northeast and northwest sides.

There is even a larger concern now with the left hand turn lanes because now there is a smaller distance between a bicyclist and a vehicle. The Chamber has been a member of the Bike Stakeholders Committee and has been actively engaged in recommending a bicycle parking solution. The least favorite option that they have received feedback on is the bike dock solution. The Chamber's preference is having bike parking available in areas where the sidewalk is oversized such as is the case at Tenth, Adella and near Rotary Plaza. This will lessen the clutter and promote sidewalk walkability and would be a safe option for families with younger children on bicycles. They also wanted to thank the Council for the option for business owners who have their own personal bike racks installed to have the option to reach out to the City and get a City-owned option. That is a great compromise.

b. Marvin Heinze has had so much fun for the last six years on a City committee. He has applications in for a couple of commissions for the future and asked that the Council consider him favorably.

7. CITY MANAGER/EXECUTIVE DIRECTOR:

7a. City Council Accomplishments of 2014. City Manager Blair King made a presentation. He listed the Council's accomplishments as follows:

- Validated Coronado's superior financial stability with a rare Moody's AAA rating
- Recognized for excellence in financial reporting by the Government Finance Officers Association
- Named "Best Beach" by San Diego CityBeat and by U-T San Diego Readers
- Named "Tree City USA" for the 29th consecutive year
- Addressed non-pension unfunded retirement liabilities with establishment of an OPEB Trust Fund
- Authorized the development of a professionally prepared Asset Management Program
- Endorsed a budget strategy to reduce Retirement Fund liabilities
- General Fund Revenues exceed General Fund expenditures by \$2.25 million
- Adopted a Balanced Budget
- Maintained the solvency of the Wastewater Fund
- Supported and promoted the initial Celebrate Oz! event
- Awarded nearly \$1.3 million in community grants to 15 organizations
- Approved the acquisition of "Imagine Dragon" sculpture on display at the Library
- Approved three Labor Agreements
- Adopted new Beach Fire regulations and approved funding for additional summer enforcement
- Conducted the 2014 Citizen Satisfaction Survey
- Prevailed against the California Department of Finance
- Expanded the use of alternative transportation with improved bike parking, a new commuter ferry leg, bike lanes on Sixth Street and Glorietta Boulevard, and the Free Summer Shuttle
- Approved application for a Complete Streets Grant
- Purchased a new deluxe portable restroom
- Wrapped the new portable restroom in a historic Coronado-themed style
- Approved an Information Technology Strategic Plan

- Approved the rehabilitation of Dock C
- Approved new warrants for marked pedestrian crosswalks
- Provided comments for the Navy's Coastal Campus Project
- Activated a Council Subcommittee to improve the appearance of the Toll Plaza and calm traffic
- Approved contract with PAWS for the Animal Care Facility
- Created a partnership with the Coronado Unified School District to provide funding for counseling, truancy prevention, and student services
- Approved Hometown Hero Banner Program
- Supported expanded use of social media with Nixle launch
- Provided for Coronado's signature Fourth of July event and other major special events
- Approved a new Senior Center
- Approved new lifesaving cardiac monitors for Fire Department emergency vehicles
- Supported coffee and snack service in front of the Library
- Allowed the Library to serve alcohol for special events
- Approved Ordinance amendments for the 2013–2014 Housing Element
- Approved Coronado's Bluewater Boathouse Restaurant Contract
- Improved public safety with the 15th Tee Screen
- Completed the Pomona Roundabout
- Approved the use of a cash incentive to accelerate construction of the Roundabout
- Testing new technology-advanced parking meters
- Supported the Commissioning of the *USS Coronado*
- Responded to the public and allowed dogs on leash in Centennial Park
- Support the ongoing RSIP-3 to achieve compatible development
- Support historic preservation via new Mills Act designations
- Installed accessible pedestrian signals and countdown timers along Orange Avenue
- Prolonged the life of approximately 1/7 of all City streets
- Constructed traffic improvements at Orange Avenue and Tenth Street
- Fixed the Golf Cart Barn Roof
- Eliminated the foul odor of the Golf Course Pond
- Approved the Cays Sewer Main Inspection Port Project
- Approved the Cays Berm Stabilization Project
- Secured grants for safe routes to schools and bicycle education
- Supported closer ties between Coronado youth and the Police Department
- Approved "concurrent legislative jurisdiction" for Dog Beach
- Replaced 30-year-old irrigation computer system at golf course
- Supported online registration for bicycles
- Supported the use of "remotely monitored bicycles" to catch bicycle thieves
- Improved beach safety with permanent lifeguard positions
- Approved a strategy to achieve all-inclusive playgrounds
- Successfully oversaw the reorganization of the City Council

Mayor Tanaka thanked Mr. King for taking the time to keep tabs on these items. It is gratifying to be able to see and recount these. He also pointed out that the execution of all of these items was done by Mr. King and City staff. The Council is grateful for their efforts.

Councilmember Downey clarified that the City Council voted to continue funding for future liabilities as we don't have unfunded liabilities in the City of Coronado.

8. PUBLIC HEARINGS:

8a. Public Hearing: Adoption of a Resolution Approving a Two-Lot Tentative Parcel Map to Subdivide the Existing Lot into Two Lots with One Fronting on A Avenue and One Fronting on Adella Lane for the Property Legally Described as Lot 21, Block 117, Map 376 CBSI, Addressed as 455 A Avenue in the R-1B (Single Family Residential) Zone (PC 2014-11 Noah Hansen). Peter Fait, Associate Planner, made a presentation for the Council and the public.

Mayor Tanaka asked why alley splits are allowed in this area but not in some other areas of Coronado.

Mr. Fait responded that City code does require every lot to front on a dedicated street except for three named alleys – Adella Lane, Pendleton Road, and El Chico Lane. He continued with his presentation.

Noah Hansen, owner, spoke to the Council.

Mayor Tanaka opened the public hearing and, seeing no one wishing to speak on the item, the public hearing was closed.

MSUC (Woiwode/Sandke) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING A TWO-LOT TENTATIVE PARCEL MAP TO SUBDIVIDE THE EXISTING LOT INTO TWO LOTS WITH ONE FRONTING ON A AVENUE AND ONE FRONTING ON ADELLA LANE FOR THE PROPERTY LEGALLY DESCRIBED AS LOT 21, BLOCK 117, MAP 376 CBSI, ADDRESSED AS 455 A AVENUE, CORONADO, CALIFORNIA. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8715.

Councilmember Downey commented that she didn't realize that getting the historical designation was the motivation. This is a great way to do that and she supports the designation.

**AYES: Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS: None
ABSTAINING: None
ABSENT: None**

8b. Public Hearing: Adoption of a Resolution Approving a One-Lot Tentative Parcel Map to Allow for Condominium Ownership of Four Residential Units for the Property Legally Described as Lots 21 and 22, Block 65, Map 376 CBSI Addressed as 700 Seventh Street in the R-3 (Multiple Family Residential) Zone (PC 2014-14 TWF 2, LLC). Peter Fait, Associate Planner, provided the staff report for this item.

Councilmember Downey asked for some clarification about the garages and was satisfied with the responses.

Councilmember Sandke referred to the Fiscal Impacts section of the staff report. There are three fees referred to: the in lieu housing fee, the public facilities impact fee, and the regional transportation congestion improvement fee, a \$2,200 per net increase in dwelling units. This is going from more apartment units than the four condo units that are being proposed. Will the developer pay the \$2200 because there are new houses or because we are losing apartments and getting less houses? How are those dwelling units counted?

Mr. Fait explained that because there is no net increase they are not subject to the fee.

Mayor Tanaka opened the public hearing and seeing no one wishing to speak on the item, the public hearing was closed.

MSUC (Downey/Bailey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING A ONE-LOT TENTATIVE PARCEL MAP TO ALLOW FOR CONDOMINIUM OWNERSHIP OF FOUR RESIDENTIAL UNITS FOR THE PROPERTY LEGALLY DESCRIBED AS LOTS 21 AND 22, BLOCK 65, MAP 376 CBSI, ADDRESSED AS 700 SEVENTH STREET, CORONADO, CALIFORNIA. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8716.

Councilmember Woiwode commented that it isn't a reason for denying this application but tandem garages are the bane of our parking problem because they are not used as garages. He hopes that, at some point in the future, the Council can find a way to incentivize people to create off street parking that actually gets used for off street parking. We have seen two projects here today that he knows perfectly well are going to turn into storage areas and the cars will be on the street and he hopes that in the future the Council will find a way to go forward with a better way to create off street parking.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	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. Mayor Tanaka asked that Councilmembers submit their reports electronically or give them orally at the next meeting.

11b. Consideration of Reappointment of One Incumbent, Edry Goot, to Serve a Full, Three-Year Term on the Historic Resource Commission. Under Consent, the City Council reappointed Edry Goot to the Historic Resource Commission for a full, three-year term to expire December 31, 2017.

11c. Consideration of Appointments to Fill Three Vacancies on the Bicycle Advisory Committee. Mayor Tanaka explained the process that will be used for selection of the candidates.

Council consensus was to reappoint Bruce Davidson to serve out the remainder of a current term, which expires November 30, 2015.

Mayor Tanaka invited the candidates to address the Council if they so desired.

Morgan Miller introduced himself to the City Council and expressed his interest in serving.

David Sweeney introduced himself to the City Council and expressed his interest in serving.

Zarina Young introduced himself to the City Council and expressed her interest in serving.

MSUC (Tanaka/Downey) moved that the City Council appoint Bruce Davidson to serve out the remainder of a current term on the Bicycle Advisory Committee, which expires November 30, 2015.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

City Clerk Mary Clifford read the names and recorded the votes for the first round of voting as follows:

Morgan Miller	five votes
David Sweeney	five votes
Zarina Young	five votes

City Clerk Mary Clifford read the names and recorded the votes for the second round of voting as follows:

Morgan Miller	three votes
David Sweeney	five votes
Zarina Young	five votes

MSUC (Tanaka/Bailey) moved that the City Council appoint David Sweeney and Zarina Young to serve full three year terms on the Bicycle Advisory Committee to expire November 30, 2017.

AYES: Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS: None
ABSTAINING: None
ABSENT: None

11d. Consideration of Appointment of Three New Members to the Civil Service Commission. Mayor Tanaka invited the candidates to speak to the Council and public.

Myra Durbin introduced herself to the Council and public and expressed her interest in serving on the Commission.

Marvin Heinze previously spoke under Oral Communications.

Thomas Miller introduced himself to the Council and public and expressed his interest in serving on the Commission.

Marsi Steirer introduced herself to the Council and public and expressed her interest in serving on the Commission.

Mayor Tanaka pointed out that one of the City Council policies is that individuals can only serve on one commission. Mr. Heinze has applied to more than one commission. If he was appointed to serve in this capacity, then that would disqualify him from any others. Mayor Tanaka disclosed that it would be his preference for Mr. Heinze to serve on a different commission so he will not be voting for Mr. Heinze for the Civil Service Commission.

Councilmember Woiwode would also like to see Mr. Heinze in a different position than this one so he will not be voting for him on this one.

Councilmember Downey has the same opinion.

MSUC (Tanaka/Sandke) moved that the City Council appoint, to the Civil Service Commission, Thomas Miller to a two-year term to expire December 31, 2016, and Myra Durbin and Marsi Steirer to serve three year terms to expire December 31, 2017.

AYES: Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS: None
ABSTAINING: None
ABSENT: None

11e. Consideration of Appointment of Two New Members to the Cultural Arts Commission. Under Consent, the City Council appointed Doug Metz and Amy Steward to the Cultural Arts Commission to serve three-year terms that will expire December 31, 2017.

11f. Consideration of Appointment of Two New Members to the Planning Commission. Mayor Tanaka invited the candidates to address the Council.

Alexander Yakutis introduced himself to the City Council and the public and expressed his interest in serving.

Mr. Heinze addressed the Council previously.

Ms. Alvarez was not present.

City Clerk Mary Clifford read the names and recorded the votes for the first round of voting as follows:

Angela Alvarez	two votes
Marvin Heinze	five votes
Alexander Yakutis	five votes

Mayor Tanaka asked if either Mr. Heinze or Mr. Yakutis would prefer the two-year term. Mr. Yakutis agreed to serve the two-year term.

MSUC (Tanaka/Woiwode) moved that the City Council appoint, to the Planning Commission, Alexander Yakutis for the two-year term to expire December 31, 2016, and Marvin Heinze for the three-year term to expire December 31, 2017.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

11g. Consideration of Appointment of One New Member to the Residential Standards Improvement Project 3 (RSIP-3) Committee. Mayor Tanaka invited the candidates to address the Council and the public.

Martin Crossman introduced himself to the City Council and expressed his interest in serving on the Committee.

John E. Hermann introduced himself to the City Council and expressed his interest in serving on the Committee.

Ann Keyser introduced herself to the City Council and expressed her interest in serving on the Committee.

The other applicants were not present or chose not to speak.

City Clerk Mary Clifford read the names and recorded the votes for the first round of voting as follows:

Martin Crossman	five votes
John Hermann	four votes
Ann Keyser	five votes

Alejandro Alvarez-Malo	zero votes
John Watson	three votes

City Clerk Mary Clifford read the names and recorded the votes for the second round of voting as follows:

Martin Crossman	five votes
John Hermann	two votes
Ann Keyser	five votes
John Watson	one vote

City Clerk Mary Clifford read the names and recorded the votes for the third round of voting as follows:

Martin Crossman	five votes
Ann Keyser	three votes

MSUC (Tanaka/Bailey) moved that the City Council appoint Martin Crossman to the Residential Standards Improvement Project 3 (RSIP-3) Committee.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

11h. Consideration of Appointment of a New Representative to the Board of Directors of the Coronado Hospital Foundation and the Board of Directors of the Sharp Coronado Hospital and Healthcare Center. Mayor Tanaka prefaced this item by noting that two applicants are no longer under consideration: Mr. Mark Andrews has withdrawn; Mr. Marvin Heinze has been appointed to the Planning Commission and is not eligible.

Mayor Tanaka invited the candidates to address the City Council and the public.

Barbara Dixon Cohoon introduced herself to the Council and expressed her interest in serving.

Allan Ovrom, Jr. introduced himself to the Council and expressed his interest in serving.

Anne Boston Parish introduced herself to the Council and expressed her interest in serving.

Tyler Shane Sylvester introduced himself to the Council and expressed his interest in serving.

City Clerk Mary Clifford read the names and recorded the votes for the first round of voting as follows:

Barbara Cohoon	five votes
Allan Ovrom	five votes
Anne Parish	three votes

Ms. Hurst explained that is essentially correct. Along the way there will be some products that they will deliver and those would be in the form of financial analyses but staff's intent is to work hand in hand with them every step of the way.

Mr. Woiwode added that they would not be involved in any way with the potential operator. They are simply an extension of our expertise to solicit the right builder and operator.

MSUC (Bailey/Woiwode) moved that the City Council authorize the City Manager to Execute an Agreement with Keyser Marston Associates in an Amount Not to Exceed \$45,000 for Specialized Services Related to Developer Selection, Negotiations, and Project Financing of the City's Affordable Housing Properties.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

The City Council recessed at 5:28 p.m.

The City Council reconvened at 5:38 p.m.

11j. Authorization to Proceed with the Installation of Sidewalk Bicycle Parking and Redesigned Bicycle Corrals in Coronado's Business District and Approval of a General Fund Appropriation of \$95,000 to Fund the Project. City Manager Blair King introduced the item and Mariah VanZerr, Active Transportation Planner, provided a presentation.

Councilmember Downey asked how the rack shown in one of the slides prevents scratching bikes.

Ms. VanZerr explained that the particular rack is made of a plastic softer material so that there is not metal to metal contact. She continued with her presentation.

Mayor Tanaka asked if the mini bikes were put in the same sorts of places that the bike docks were. Did it skew because the bike docks were always put in the middle of a block and the mini bikes are put on corners? Were they equally dispersed?

Ms. VanZerr took a look at the arrangements of the sidewalks and essentially put each rack where it would best fit, considering a lot of the different features in the sidewalk element.

Mayor Tanaka asked how many bike docks were deployed during the trial period and roughly how many mini bikes.

Ms. VanZerr responded that they installed 18 bicycle docks and 12 mini bicycles. She discussed the locations a bit and continued with her presentation.

Councilmember Bailey asked to see the pie chart that shows the percentage of bicycles parked by rack style. When you look at the corralled number of 18%, is this saying that of all the bikes parked, 18% were using corrals?

Ms. VanZerr explained that it says that, of all the bikes that were observed parked for all of the counts during the entire summer, 18% of those bikes were parked in the corrals.

Mr. Bailey requested clarification that there are approximately 70 available spots for bikes in corrals.

Ms. VanZerr responded that there are 70 for all seven corrals and in the pilot area it would be 40 because there were four corrals in the pilot area.

Mr. Bailey clarified that this is just for the pilot area.

Councilmember Downey is convinced that part of those numbers has to do with where the bike corrals are versus where the others are. We know where people go and if you happen to put one model in one place and more people go there then that will have a higher percentage. She doesn't have that information available here. How do we know that just because something had 18% in corrals that is because corrals are better used and/or preferred?

Ms. VanZerr can easily provide the site plans for where the two types were located.

Ms. Downey thinks it is hard for her to say that she agrees that we should keep all the corrals because they are the most well used when she thinks part of the argument would be that whatever happens to be next to Panera might be the most well used. She suspects that anything at that location would be the most used.

Mr. King commented that the bike corrals were put at locations that staff thought they would be used. This particular exercise wasn't to test their usage but to test whether they would be used more or less if there was additional sidewalk parking. The previous recommendation presented to the Council, about a year ago, was to remove four bike corrals and leave four bike corrals in place. The Council direction was to leave seven bike corrals and to test out the relationship of additional sidewalk parking to the usage of the bike corrals. That was the hypothesis that staff was presented. Would bike parking in corrals go up or down? It wasn't necessarily to rediscuss the location of the corrals.

Mayor Tanaka feels there is a pro and a con to any of these. The pro of the corrals is that they would create less clutter on the sidewalk. The con is that some people have stated that they want to put their bike to the closest point to their destination. If the place you are trying to go to is in the middle of the block and corrals are inherently at the corner of a block, some people aren't comfortable leaving their bike there. Some Council members disputed that putting more on sidewalks would be a good idea and some insisted that it would be more logical. He feels the Council brokered a fairly good compromise where there was only one of the eight original corrals that just wasn't being used at First and Orange so everyone consented to removing that and restoring the parking space. They agreed to leave the seven other bicycle corrals where they were and then install all of these new sidewalk apparatus to see if they would be used and, now that there are baseline numbers for the bicycle corrals, do their numbers go down. With the seven that

were left staff shows the numbers that say that the usage didn't go down but went up but more people are availing themselves of the other options. Some of that just comes down to where you stand in terms of what type of mix of parking spaces you want to leave for bicycles and whether or not you want to account for the different user habits or prefer one over the other.

Ms. VanZerr commented that ultimately you can't install all three types of racks in the exact same spot to really test it fairly. The corrals all stayed in their existing locations and they were selected based off of staff thinking they would be high demand. The others were dispersed in a fair and even way.

Mayor Tanaka added that people have been complaining throughout their whole existence about the aesthetic of the bike racks.

Councilmember Sandke asked if there was any data related to the safety of the corrals adjacent to traffic. Are there any records of accidents and bikes being hit by cars or trucks?

Ms. VanZerr responded that since the installation there have not been any reported accidents with the corrals. She did some additional research into safety and design because one of the things that was considered was how much demarcation and protection from the travel lane should be placed here. While some communities have quite a bit and may even have a poured concrete curb and a gate, she found that on streets with speed limits of 25 mph that is generally considered optional. Additionally, she called some communities that have quite a few bicycle corrals in them and something that she learned, in particular from Portland Oregon which has over 100 corrals, is that they started out with a very structured design that had a poured concrete curb and very rigid delineators in the hopes of protecting and they have actually changed their approach over time to allow bicyclists to enter the corral and park from the travel lane.

Councilmember Woiwode thinks there is lots of wonderful data here. One thing that strikes him is the change over time. This shows increased use of the fixed parking facilities between the initial period and the end period. The trend is to use the City provided facilities over time to a greater extent.

Ms. VanZerr agreed with that comment.

Mr. Woiwode asked if another thing that was happening during that time was a big emphasis from the Police Department on bicycle theft prevention. He wonders if that might have been a factor in terms of what people chose to lock their bikes to. Did she get any sense of that from the survey data?

Ms. VanZerr did take a look at the bicycle theft data compiled throughout 2014. She only found one incidence of bicycle theft from a corral. She doesn't know if people are locking their bikes there because they perceive them to be safer but that could be a possibility.

Mr. Bailey referred to the slide with the on-sidewalk racks category. He is assuming that includes the existing sidewalk racks, the mini bikes and the bike docks. Is that correct?

Ms. VanZerr responded that it is.

Mayor Tanaka invited public comment.

Dan Hendrickson asked whether any of these accommodations are suitable for the ellipticals or recumbent bikes or if they are too long.

Morgan Miller thanked the City for the great data and the study itself approving that. As an avid bicyclist he is out three or four times a week and uses a lot of these spots. He thinks that, to Mayor Tanaka's point on the location, he felt that one of the reasons that the corral on First and Orange was not used is directly to that issue. Bicyclists were already used to going in front of Tartine and they want to get closer to where they are going. That created non-use. He also agrees, as a cyclist, especially with the bike thefts in Coronado that you would want your bicycle to be close to wherever you are going. He also commented on the red zones. He thought that is a nice location, especially at the end of the blocks that have the bicycle corrals, but those also encourage fewer cars in Coronado in general. This is a very visible sign of that, to support an alternative means, but at the corners, with the corrals, too, is that it is hard to see especially when there are large trucks. He feels that a recurring theme with the study is the location is very key for bicyclists on where you place the bicycle racks.

Trisha Trowbridge was on the Bicycle Advisory Committee for the first two years and thought that was a very good explanation of what has been happening with the bicycles, especially in the business district with the corrals and on the sidewalk. She wanted to point out something that hasn't been mentioned and that is that when the Committee was working with this at the beginning and coming up with the bicycle corrals because you want to have a place for bicyclists, and when she was on the Committee safety for everyone was the big issue, and one thing that hasn't been brought up is the signage in the areas where bicyclists are basically not supposed to be bicycling on the sidewalk. We don't want to discourage bicyclists downtown. We want to encourage them to be there and so she has always observed signage wherever she travels. She particularly liked one that, in the business districts where bicyclists are not to be riding their bikes, the signs said 'Dismount Zone.' So, at each corner of the business district, as you walk or are bicycling or are on your skateboards, there is a sign on the cement that says 'Dismount Zone' and even has a picture of a skateboarder holding his skateboard and everyone is walking to their destinations with their bicycles. She would urge the Council to vote to continue with this and have aesthetically pleasing corrals and so on but at the same time have a sign similar to 'Dismount Zone.'

Nancy Warner appreciates that the City sent out the letters to all the businesses because those people are on the front lines of the bike parking issues for the City and they are going to have the best information. Expecting them to pay any attention to those letters two weeks before Christmas is very unrealistic. This does not give businesses a fair chance to respond to this. This wasn't very good timing. She thinks that going back to the beginning of this project, the businesses were left out of the discussion and she thinks, at this point, they deserve direct discussions being scheduled with them so that their input can be considered before the rack and corral placements are finalized. These are being put in their front yards and they have not been approached in a way that makes them feel that their input is valued. She thinks it should be actively solicited and not just a letter sent out at Christmas time. The goal of all these measures has been to improve accessibility and safety for cycling in Coronado. The redesign of the Tenth Street intersection with Orange Avenue has really hurt safety for cyclists. Those Tenth Street portions are so narrow now that the bike corrals being right there on the corners put those cyclists trying to use those bike corrals in such risk that it is irresponsible for the City to be placing those there. She thinks that if the streets were

designed that way prior to the corrals being placed, those two locations would never even have been considered because the traffic lanes are so very narrow. She encouraged the Council to take a responsible position, at least on those Tenth Street corrals, and get rid of them before the accident that hurts someone seriously happens and not after.

Carolyn Rogerson continues to be amazed at the lack of concern the City of Coronado and the City Council seems to show for handicapped and senior citizens in utilizing the City streets, parking areas. She can find no handicap parking along Orange Avenue, the main district area we are talking about, from Ninth to C and Loma. There is plenty of bicycle parking. To now want to add bicycle docks and mini bikes which are only used 22% of the time to an already overcrowded cluttered sidewalk is ridiculous. If you come to Coronado, where you have spent a great deal of money recently in redesigning all of the curbs so that they are wheelchair and otherwise handicapped accessible, you cannot get around on the sidewalks. If you do find a parking space along Orange Avenue in the most congested area and you do have to help someone with a wheelchair get in and out of the vehicle, you are faced with no space because of a mini bike dock. Now you are going to put larger docks. It seems to her that the people who are robust enough to bicycle three miles, five miles, fifteen to twenty miles, that they should be able to walk around the block to where you want to be if you are on a bicycle. That shouldn't be asking too much and yet you expect the handicapped and the elderly, who might be with walkers, to traverse these impediments and it is at a cost to the commercial business owners on Orange Avenue. We need more parking for bicycles in a safe area offsite. You don't need to clutter the sidewalks around the most popular, most business area any more than has already been done. As far as safety goes, she would like to see half of the \$95,000 that the City wants to budget towards someone parking a bicycle within ten feet of where they want to go and close enough so they don't really have to get the u-lock because they don't want to be bothered with that. They want it to be someone else's responsibility that their bicycle isn't stolen. She would like to see the City take half of that budget, at least, and put it towards the salary of another policeman. We need more policing and we need more people who can tell a bicyclist that you don't have adequate signals and they are riding at night. We need more policing if you are going to increase the density of the homes being built in Coronado by taking a small home on one lot and putting multiple dwellings on that same lot. It is ridiculous to her that the City is more concerned about able bodied bicyclists being able to park within ten feet of where they want to go than handicapped people having to navigate around all of this metal on the sidewalks impeding their progress down the sidewalk.

Mayor Tanaka began by saying that he is very pleased with the recommendation that staff has put together. There is no part of it that he is opposed to. The last speaker made a number of interesting points that are worth considering but he thinks that, in general, one of the things a policy making body does is to consider public policy. One of the things he cares about is if people are going to visit Coronado's downtown merchants than he would think a policy we want to pursue is to try to make it practical and easy to get to those locations. Anything he can do to support someone taking their bike rather than their car he will support because we have enough cars on our streets already. We have enough of a parking problem already. He has tried to walk the walk a little bit and he has stopped using his car in Coronado for the most part. Because of all of the new parking we have put in for bicycles, he has made a point of using his bike because it is more convenient. He is not really a fan of putting bicycle parking in the middle or inside of the block on Orange Avenue because he thinks that encourages people to ride their bikes on Orange. So, in a perfect world, he wouldn't support the docks or the mini bikes inside but he recognizes that more people are using our furniture than anything else and that tells us that they are willing to exercise their civil

disobedience rights. They are going to take their bikes and they are going to park them where they want to park them. So we can either get smart and give them better places to park and better options that create less clutter and less of a safety problem or we can ignore reality. He is not going to do that and is going to support those parking options for bikes.

The point was made that perhaps the City isn't doing enough in terms of handicap access but he will also point out that some of the people who use their bikes the most and are parking them on furniture or on mini bikes or on docks are kids and he is going to be happy to support them as well because if they can get around our town safely and have a place to put their bike he is certainly going to support public policies that make it easier and safer and more reliable. He also pointed out that if we are going to try to support the usage of bikes at the expense of cars he thinks it is really important that we have a mix of bicycle parking options. The reason he is going to support all of the staff recommendations and will support bike docks and mini bikes in the middle of blocks is for that reason. The pie chart tells him that we have a number of users who have different preferences and, in his mind, it is the City's job to provide as many safe opportunities for people to park their bikes as possible in order to incentivize and encourage people to keep using their bikes. He is very pleased with the new bicycle corral design. He likes the bollards. He thinks that provides a level of safety that gives him enough peace of mind that the bicycle corrals are going to continue to work as we expect them to. He takes some solace in the fact that there are not a great number of police reports about accidents involving the bicycle corrals. He accepts that does not alone mean it is a perfect solution but there are accidents in Coronado involving vehicles a lot and we are not coming up with new ways to restrict those vehicles or to restrict the number of places that they can park so he is not convinced by that argument that someone could be hurt in bicycle corrals and therefore the City should not do them. We have tested them now for quite a while and he thinks the test results have been positive.

He also wanted to say that he does value the business community's input and the fact that we have had such a long trial period has given anyone, not just business owners, quite a bit of opportunity to comment. It is not necessary to define participation in this debate as whether or not one showed up to the Council meeting tonight. There have been multiple years now that people could comment either to Councilmembers or Bicycle Commissioners, City staff – there have been lots of opportunities to comment and there will continue to be so. He is very happy to move forward with these recommendations. He thinks they have been vetted. Also, his concern about the aesthetic, when we first put out the bicycle corrals we knew they were ugly. We didn't put them there because of their beauty. We put them there to see if people would utilize bicycle parking in on street parking locations. Clearly they have. Under these new bicycle corral designs that is only going to increase.

Councilmember Bailey has a slightly different take. Going back to the last time we discussed this, he believes that the motion stated that the seven remaining bike corrals were to be temporary or at least were to be brought back for further discussion at a later date, after the Council considered additional on sidewalk bike parking. We didn't touch on three of the bike corrals tonight. He would like to see some stats on their usage as well. The problem he has with bike corrals is that they take up parking spaces. He believes that the Council's job should be to maximize available parking for both bikes and automobiles. If there is an opportunity to relocate the additional bike parking space from a corral in the street to on a sidewalk adjacent to it, the Council should take that because it maximizes parking availability for both autos and bikes. He thinks there are a couple of locations that make a lot of sense to do that. Eighth and Orange has ample space on that

sidewalk right there to locate a bike corral or four mini bikes at that intersection on the sidewalk which would keep the same number of bike parking spots available and add one car spot back to our inventory. There are a few other locations he jotted down where he feels that is a possibility. As far as the safety and everything goes, he thinks that if we can locate the bike parking from the road onto the sidewalk that is obviously going to be the safest alternative that exists. Any time we are telling people to put their bike in the street, it has to be more dangerous than putting it on the sidewalk. We haven't had any serious accidents but, just by the nature of it, it has to be more dangerous. He would be in favor opening the discussion to see if any other Councilmembers are in favor of removing some corrals and replacing them with adjacent on-sidewalk bike parking.

Councilmember Downey is someone with walking disabilities and is very concerned about effects on the handicapped but she has learned that it is not the City's responsibility to put in public handicapped parking on City streets. The City does have to do it at facilities like City Hall so she is well aware that on Orange Avenue, if you have a handicapped placard, you have to find all the ones the businesses have. Luckily we have quite a few up and down Orange Avenue, in the back so you would access them from the alley. Folks that are in wheelchairs don't have to try to exit in the middle of all the bikes. She agrees that would be very difficult for most people. She is not concerned about that aspect of the bikes being a problem. She is concerned, though, with the tripping and she will defer to the experts. The mini bikes seem to be the easiest thing because you don't trip on those. The thing about the docks is that if there isn't a bike in them the way they are it looked to her that they might be a trippable object sitting on the sidewalk. She will wait to see how everything is used once we put more in and we can reevaluate that but that is a concern that she does have for people that have mobility issues. That particular one seems a little odd to her.

She agrees with everyone that said if we don't put these in people will continue to use furniture – basically putting their bikes anywhere. She doesn't think not putting them there is going to make the sidewalks less cluttered but they will be more cluttered because the bikes are attached to anything and half of the time are falling over. She likes the idea that they are safer for traversing by having a bike rack there but she does have a question and will look to see if we angled any of them differently whether that would free up more space. She is very certain that the experts in the City who placed them tried to find the most space for walking when they placed them but she will assume that is a directive to whoever is placing them that they are always placed to try to get more walking space on the sidewalk. There were two suggestions that were made that would go a long way for safety. The first one is that she loves the idea of painting 'Dismount Zone'. She thinks PSAs are a great idea. Once we put all of these in there we are going to have a lot more people putting bikes in the middle of a block and these will remind them to dismount before they do that.

The last thing someone mentioned is that it is odd that the most well used bike corral is the one outside of Panera's and is the same place that a left turn lane was just put in and this confuses the heck out of everyone. She encourages the City to put a straight arrow on the straight side. She doesn't know if that will make it safer for the bicyclists. We chose the placement on that street and that is the most well used corral but if we moved it to the other side which doesn't have the problem of the left turn lane there is a reason we placed it there. She doesn't know why staff chose to place it on the left side rather than the right side but one of the interesting things at that location and the others is that most people who are biking to that corral aren't coming from Orange Avenue and turning right. They are not coming from Tenth, across the street in that lane. They are almost always, if they are in the street, coming from the right hand lane and having to cross the left hand lane to park their bikes. That is something she would like the City to think about when placing

these – what lane is someone coming from to park. As someone with five teenagers, she can say that they will not necessarily do the safest but will do the quickest. We might want to consider where the people are coming from to the corrals to pull in for safety.

Mayor Tanaka thinks you can make an argument against any spot if it is a busy corner. He thinks that, oddly enough, that Panera corral is the right spot. He uses the mini bikes that are just across from the corral for the reason Ms. Downey stated but he also thinks that if you put a corral on the bank side of that intersection that is where people are trying to make their right hand turns. If you had to pick one of the two spots it was put in a place where the car movement you are most likely to run into is Orange Avenue making a right onto Tenth Street and that is certainly something to be concerned about but he feels that the speed at which someone is going to make that turn is a little bit different than the behavior of the person who is making the turn from Tenth onto Orange. Those are things the City should certainly continue to look at. He asked Ms. VanZerr if she is comfortable that thought has been put into what angles those docks are installed.

Ms. VanZerr explained that very detailed thought went into the placement of each sidewalk rack to make sure there was enough clearance for the pedestrian through zone on the sidewalk. In certain locations where the sidewalk was wider, docks and mini bikes were placed on an angle. Measurements were taken and the placement was very carefully marked to assume that the clear zone would still be maintained for through pedestrian access and handicap ADA issues.

Ms. Downey clarified that all of these have all met that.

Mr. King commented on the recumbent bikes and whether they can be accommodated within the corrals in on-sidewalk parking. The City has worked to maintain a pedestrian clear zone and has worked on that with the businesses in terms of having a street furniture zone, the pedestrian zone, and then the display zone. The City can attest for its areas but cannot attest for people who are placing their bikes against trash cans and other things and there is a greater percentage of bikes that are parked there that are intruding into the pedestrian zone than people that are fixing their bikes to the bike parking on the sidewalk.

Ms. VanZerr explained that the average length that is used to make the through clearance assessment is six feet for a bicycle and that is recommended in the Association of Pedestrian Bicycle Professionals Bicycle Parking Design Guideline Handbook. There are bikes that are longer than that. The corrals would not be as well purposed for those longer bikes. The sidewalk parking probably could accommodate those in many situations but in terms of ensuring the clearance and the through zone the six foot average was used. Ms. VanZerr would not recommend the use of the ellipticals in the corrals but she would be more comfortable recommending their use on the sidewalk racks. These are designed for bicycles and Ms. VanZerr prefers that the bicycle racks be used for bicycles. Other uses could be questionable.

Councilmember Sandke spoke with the Police Chief during the campaign and they spoke about additional usage for the Senior Volunteer program and possibly having them do some enforcement, especially in the 900 block of Orange where he thinks the most riding versus pedestrian incidences seem to occur. He does recognize the safety concerns and appreciates Ms. VanZerr's comments that we have not had any issues with that. He appreciates Ms. Downey's comment that safety is not just for cars for but for people and he thinks a tripping hazard for some of the older folks who are moving around on this pedestrian area is very important. The 'Dismount Zone' sounds like a

great idea and he knows that the City has an overall wayfinding and signage program that is starting to come to fruition and he would like to see some of those kinds of things included in that and he thinks that represents a great opportunity. With respect to handicapped parking, it would be great to provide but he believes that there is a requirement to provide not just the parking spot but an area for the door, etc. to open and it is impractical on Orange proper to do that. He certainly thinks there may be an opportunity to reclaim a space or two. Placement is truly important. In terms of the outreach that has gone on, Mayor Tanaka spoke about the years that have gone into this and the multiple opportunities people have had to contribute. He found both the Chamber and MainStreet inputs on this to be extremely instructive. The fundamental thing comes back to promoting alternative transportation in the downtown and providing bike racks helps do that. The study that Ms. VanZerr produced and the conclusions talk about alternative parking solutions. One of the ones that he talked about during the campaign was a parking district and is one that he is hoping the City will take a look at moving forward and might involve some joint use of some private space in the evenings and there is a multitude of opportunities that exist, particularly as the City moves into the smart parking meter environment. In terms of particular corrals, he noted two. One that was recognized is Eighth and Orange. He thinks that because that is not a super crowded sidewalk it might represent an opportunity for some additional sidewalk and able to gain a parking place back there and then the Loma at Orange site, as long as the bike racks are situated a little more around to the Loma side as opposed to the Orange side. In the data that was presented that was the least used. If you took a value of less than four instead of less than three as the threshold of approving or continuing the use of a certain corral, you could make a case that the Loma at Orange corral may be a candidate for reclaiming a parking space. Those two would be ones that he would consider relinquishing a corral at. He is certainly in favor of bikes over cars in this particular discussion.

Councilmember Woiwode commented that he is glad that the new Councilmembers recognize that this has been going on for quite a while. We have made a number of decisions along the way. Sometimes they got confused and the staff came back to Council for clarification. He thinks staff has done a brilliant job of putting something together that addresses the questions the Council and community have raised. We will never get to the point where everyone thinks that giving up a parking space is a good idea. We just won't. He would argue that the seven parking spaces in congested areas don't represent a very big percentage of the City's inventory of parking and that whether the car parks next to the business it is trying to go to or not is not going to be a function of whether those spaces come available because you are going to take the spot that is available when you drive up and not necessarily the one that happens to be next to the business you want because it is occupied. He doesn't see the provision of bike parking as a significant impact on the parking problem in downtown. He agrees that if we are going to go after trying to improve parking for the businesses that requires a different set of tools and a different approach. Bikes are coming. It is not a matter of they are coming because we put in bike racks. They are coming because Coronado is intrinsically bike friendly. It is a good place to go to with your family and we are seeing this demand continue to grow. We are pedaling as fast as we can to keep up with this tidal wave of bikes.

From a safety standpoint, one point that the staff has addressed is angling the bike corrals causing the effective length of the bike to be five feet instead of six feet so it protrudes less from the curb. He, frankly, finds that the change to the intersection at Tenth and Orange is better for him as a bicyclist because he doesn't have cars trying to sneak around to the right, crunching up against that bike rack, to make a right turn onto Orange. He has found the new configuration of the

intersection to be more comfortable as a cyclist. As we reorient these things to have an angled in, he thinks it will be very easy to drive the bike in off of Tenth Street and they will be very compelling and will help keep bikes off of the sidewalk. The additional parking on the sidewalks is the single greatest contribution we can make to handicapped access to the businesses because street furniture and owners' bike racks pay no attention to the handicapped requirements and that is what causes bikes to be strewn all over the place. For all these reasons, he believes we are going in the right direction. Ms. Downey asked a question about whether the docks pose a tripping hazard. Mr. Woiwode was a little worried about that at first but he has had a lot of experience with them now and he does not find that to be the case. In fact, they take up quite a bit less space than the mini bike does and you could even argue that it is less likely to be tripped over. There is a comment about location. Whether you are going or coming you are going to be on one side of the street and will have to cross the street for the other direction. His point in going through all these things is that we have talked about all of this stuff and staff has looked at all this stuff. He feels staff has brought back a brilliant set of recommendations.

MSC (Woiwode/Tanaka) moved that the City Council: 1) direct staff to install sidewalk bicycle racks throughout the remaining portions of Coronado's business districts consisting of a combination of approximately 30 mini-bicycle racks and 40 bicycle docks; 2) install redesigned bicycle corrals to replace the seven existing corrals; 3) install both the sidewalk racks and the redesigned bicycle corrals by the start of summer; and 4) approve the appropriation of \$95,000 from the General Fund for the project.

Mayor Tanaka wanted to expand on a few comments that Mr. Woiwode made. Something that is interesting about the Tenth Street and Orange location is that he most often uses the corral that is next to Panera when he is, in fact, crossing Orange. If he is coming from the Golf Course direction and coming across to get to that corral, it is in his travel lane and he is likely to use it. This also adds on to what Mr. Woiwode said in that the new configuration with the turning lanes, because the lanes are narrower, serves as a traffic calming device. You have to slow down because the City has delineated the turn movements. He feels pretty comfortable using that intersection because of that. He doesn't feel less comfortable. He doesn't use it less as a result of how the turning lanes are done. Also, location matters. The funny thing is that he doesn't use the corral next to Panera in the mornings because he is coming from a different direction but we have the two mini bikes right near the bank and he always uses them. He mentions that not because his experiences are everyone's but because we are all idiosyncratic. If you are using your bike and you are going somewhere you are going to look for somewhere to park it.

Two things that were illustrative to him about the report was that he didn't realize that so many people were using that furniture. He is not surprised but the way that was constructed was a little bit of an eye opener. He didn't think there was that much furniture to use. The only places where he knows people have been kind of odd about how they park their bikes is they don't have enough infrastructure for it is near Nicky Rottens and near the Theater. He has just seen masses of bikes just piled because they don't know where else to put them. The other thing that he was surprised by and that was revealing are those docks. Initially, he thought the bike docks were a failure. He never uses them. He doesn't see them used a lot but he also admits that he doesn't see everything. The data reported that they are being used, maybe not always correctly, but he is hoping people use them for bikes and it doesn't take too long before there is a little institutional memory with our

people and they figure out how to use them. He is happy to second the motion because the staff recommendations give people a lot of options. If we create a lot of options, we are going to create a lot of use and then if there are things that need to be refined we can do it. Mr. Bailey's suggestion that we eliminate some of the bicycle corrals – he is not ready to support that today but he thinks it is a good point. He thinks that is part of the ongoing discussion. He wants to support the staff recommendation today because it is a pretty brilliant one. They did what Council asked them to do. He is hoping we can save removing corrals for another day.

Mr. Bailey wouldn't support the motion as it is made right now, largely because he thinks there are opportunities. There are three glaring opportunities in his mind on the 100 block of Orange, on Eighth and Orange, and also at Ynez. There is ample space on the sidewalk to locate additional bike parking so why can't we have the best of both? Why can't we have additional bike parking and also return some parking for cars. That makes a lot of sense to him.

Mayor Tanaka doesn't support Mr. Bailey's premise. Mr. Woiwode made the point that if we put three of the seven spots back into circulation as car spots that will not really change the parking dynamic and he actually thinks that the more successful we are with these recommendations, the more we pull cars off the street because people will take their bikes instead of their cars.

Mr. Bailey would slightly disagree with that and countered by asking what else that sidewalk space is going to be used for. Right now it is just sitting empty.

Mayor Tanaka responded by saying that the 100 block of Orange, where the current bicycle corral is, is where some of our biggest encroachments are. CBC has five feet of encroachment in and then down by Nicky Rottens it is six feet and then he thinks we gave eight feet to what will be Shima. He is not against using the sidewalk but this recommendation takes advantage of using sidewalk spaces to the tune of 30 docks or 40 docks and 30 mini bicycles. To him we are doing what Mr. Bailey is asking but maybe not exactly in the configurations that he is suggesting.

Ms. Downey wanted to verify something with the City Attorney. If Ms. Downey supports the motion and we do everything in the staff report, on page 223 it says that we don't have to do CEQA because we have a Class III exemption for construction and location of limited numbers of new small facilities or structures. If we say we are leaving all of the corrals where they are and that maybe we will look at them in the future someday, what is the level of 'limited' in all of those that would get us into CEQA. She is not saying she disagrees but she doesn't want to say that once we have done all of this that we can't go back and ever take one out unless we do CEQA which we all know we will never do.

City Attorney Johanna Canlas responded by saying that at this point there is not a proposed physical change by leaving the corrals there so she does not think there is a CEQA issue.

Ms. Downey remembers that when she voted for them and they were put in it was temporary. She is worried that by doing this we are making them permanent such that the removal of them gets us into CEQA.

Ms. Canlas does not think that is an issue at this point but she will certainly look at it.

Mayor Tanaka commented that one of the reasons we talked about the bicycle corrals in the first place is if they weren't being used that we can, rather easily, remove them. He doesn't think this is in the same category of things that become permanent that way.

Ms. Downey added that it is not the physicality that makes it permanent under CEQA. She is not disagreeing with the motion but she is trying to figure out how to phrase the motion, as we often do with encroachments, to say that it is for a year to be reviewed again or something like that. If the City Attorney is not worried about it if we wanted to pull some of them out in the future, she doesn't want that to be the reason we don't make a change.

Mr. Sandke wonders if Mr. Woiwode would accept a friendly amendment to remove the bike corral at Eighth and Orange and go with six corrals moving forward.

Mayor Tanaka asked why Mr. Sandke made that request.

Mr. Sandke is looking to gain some parking back mostly because of what he is hearing from the MainStreet folks.

Mayor Tanaka asked if Mr. Sandke senses that is a hot parking spot.

Mr. Sandke does not but he thinks there could be a compromise position in the middle. He is not trying to be argumentative. He is looking for a middle ground and is not finding it. He appreciates the position and thinks we both agree that seven spaces gained back is not going to rectify the parking problems in the business district. He withdrew his request for the friendly amendment.

AYES:	Downey, Sandke, Woiwode, Tanaka
NAYS:	Bailey
ABSTAINING:	None
ABSENT:	None

11k. Informational Update on Parking Meter Trial and Direction to Staff Regarding the Replacement of Parking Meters and Credit Card Transaction Fees. Police Chief Jon Froomin provided the staff report on this item.

Mayor Tanaka referred to the staff report where it says that the trial meters have a life expectancy of between seven to ten years. We think that they would be profitable after two or three years or they will have paid off their expense.

Chief Froomin responded that it would take two or three years to have the increased revenue pay off the increased cost to replace the meters. If we take into consideration the \$61,000 a year that we have to pay for the communication and things like that, it is probably closer to five years before you actually start seeing increases in the revenue that we are seeing now, going up from the \$300,000.

Mayor Tanaka asked what types of warranties these come with. It is his understanding that the ones that they are replacing had some faulty problems and he has heard from the City Manager that the old ones are not so good during the rain. What about this one in terms of its warranties?

Chief Froomin is not positive about the warranty on this one and, dependent on the direction provided, we are not necessarily married to one vendor. There are three or four vendors that supply these types of meters.

Mayor Tanaka commented that traditionally the City Council hasn't spent a lot of time talking about parking meters. That is why it is still \$0.25 for one hour. Maybe that is not the right policy. Maybe that is why we are moving in a different direction but his point is that he would not be excited if the Council, every two to four years, had to keep talking parking meters. If we make some good decisions now, hopefully it doesn't need to keep coming back to the Council. If they only last seven to ten years, he is a little worried that there is a lot that has to go right and he is worried about how reliable these things are and if we have any way of finding out how reliable they are. Otherwise, if we move forward with them, we are just going to have to hope.

Chief Froomin added that staff has had discussions with some other agencies and did communicate with Walnut Creek and San Raphael who have had them for varying amounts of time. They have issues with the batteries in the solar because they don't get the same amount of sun that we do and he believes they have more tree coverage. That is an issue that they have.

Mayor Tanaka referred to the very bottom of page 248 where it says, "...maybe earlier need for some battery replacement." In terms of its total cost, is battery replacement a fraction like 10% or is it a large amount of the cost?

Chief Froomin understands that the batteries are about \$30. We run into those same issues with the current meters.

Mayor Tanaka clarified that the battery cost is a small fraction of the cost of each meter.

Chief Froomin also commented that staff has heard from other agencies where it is very cyclical. You get into one meter company and then has seen that municipalities get into three or four different meter companies over a 15-20 year period.

Mayor Tanaka commented that is what worries him. He does not consider himself a parking meter connoisseur. He has to take staff's word for it and he is willing to do that but he is hoping they have done their due diligence. He has had a number of anecdotal complaints, particularly whenever he is at Starbucks. Has Chief Froomin been receiving any comments from the public and does he have any of his own internal methods of testing whether or not these are reliable?

City Manager Blair King responded that there is a blue sheet for the Council on which staff answered that question directly in terms of the reliability of the new meters. Staff appreciated that question being asked which gave staff the chance to go back. His working assumption is that staff came to the Council in early 2013 and Council requested, at the time, the possibility of a discussion of a comprehensive review of the parking meter program. With that was the potential for a discussion on the parking rates. The comment at the time from the Council was that rather than looking at parking rates perhaps the City could look at a meter that would do a better job in terms of enforcement. In June 2014, staff indicated to the Council that 115 of the 548 meters needed to be replaced and were not working. Because of that staff asked the Council if it wanted to look at new technology. The Council agreed to look at the new technology. The new technology was intended to address the question of whether or not we can do a better job increasing enforcement

without having to raise the rates. The answer to that is yes. Mayor Tanaka stated that was his objective in terms of looking at the meters. Staff took that as direction to look at the meters. His working assumption is that the life of the new meters may be exactly the same as the existing meters. The issue that staff is bringing to the Council is that technology has changed and we could go ahead and continue to maintain the existing inventory but it appears that we are running to a large replacement issue and, as Chief Froomin pointed out, the reliability of the existing meters during rain events is very poor.

Mayor Tanaka asked if staff has some way of either receiving comments from the public or does staff have its own internal method of deciding if the test meters are reliable.

Chief Froomin explained that the test meters have a software program that comes with them that provides reports when the meters don't work. The reports that staff has received from the vendor, using that software, show that we had 100% reliability for a couple of months, a little less than 95% the first couple of months. That is to be expected a little bit as they were just being implemented in June. That month it was 93 or 94%. Staff did hear some concern from the public about it so the PSOs went out and physically tested each of the meters. There is only one that we have, #815, that isn't registering correctly. They did a video of it and sent it to the vendor but have not received a response back yet as to what the issue is. For the most part, there have not been any problems with these meters.

Mayor Tanaka asked about the PSO test and if that was only done once or if it was done more than once.

Chief Froomin responded that it was three or four times over the last weekend. This was not done throughout the entire four-month period that they were in Coronado but over the last weekend it was done and there was only one other meter that had an issue only one time and staff wasn't sure if it was because the car had been in the spot for two hours and that is why it wouldn't accept payment but that was the only time it failed when they tested it.

Mayor Tanaka asked if there is any phone number or any way for someone to contact someone if they are having trouble with the meter. Do we need to innovate more on that?

Chief Froomin explained that the meters are designed to note on the meter that there is a malfunction and that it is not operating correctly. It is also supposed to, when it is all completely set up, provide email addresses that can be put into the system so that when a malfunction arises it sends an email to a certain group of employees so that they can go out and deal with that malfunction much more quickly. Just as an example, he dealt with a parking complaint regarding an old meter where the person drove up and put their money in. It didn't register. They didn't call. They got a parking ticket. They still didn't say anything but just appealed the parking citation and then it is a he said/she said type of situation where staff can't know if the parking meter worked or not. With this software, he is not going to say it is 100%; we should be able to go back to see what the status was of that meter on the date the parking citation was issued and know whether it was working or not. We should be able to be more responsive to the community regarding inoperable meters.

Councilmember Sandke commented that many communities are going to a kiosk or pedestal in the center or a couple on each block. Did staff look at that solution for the parking options?

Chief Froomin responded that staff did not look at that. He doesn't remember that being one that was of interest to the Council at the time. It is much more difficult to do the enforcement because you have to check each car in some of those cases and with others you have a box in the kiosk that you check. It is also much less convenient for users. Staff didn't see it as very convenient for users.

Councilmember Woiwode commented on the average revenue for the meters. He recalls that it is \$55 now and the new meters would go to \$61 for the non-sensor ones and \$67 for the sensor ones.

Chief Froomin clarified that it was \$67 for all 30 meters.

Mr. Woiwode asked if the \$53.51 number is an average for the same meters that were replaced.

Chief Froomin responded that with the current meters staff is unable to tell what an individual meter collects. With the test meters that is possible. With the old meters it all goes into one box and there really is no way to differentiate the areas. In that sense it is not a total apples to apples comparison. The test meters were in the 800 and 900 blocks of Orange which are fairly well travelled and well parked and some of our meters are on less travelled areas. Will we realize that much of an increase? Maybe. Maybe not.

Mr. Woiwode asked about the discussions with other agencies and asked how they felt about the maturity of the technology. Are they seeing it change rapidly? Are prices coming down as these things become more ubiquitous? Did he get any idea that there might be some benefit to waiting six months or a year in terms of acquiring new meters?

Chief Froomin stated that they did not ask those questions. Staff was looking at reliability and those types of issues that had come to their attention.

Mr. Woiwode referred to the comment that there are other vendors. If the City decides to go forward, it may or may not need to go with IPS and there might be other choices.

Chief Froomin commented that he is aware of four vendors. One of them is not within the country and is not recommended to go outside the country to get them.

Mr. Woiwode asked if San Diego is installing these.

Chief Froomin believes San Diego is doing that. He also heard that there is a city nearby, perhaps Los Angeles, that is installing thousands of these meters.

Mr. Woiwode has seen a bunch of them pop up in San Diego. He thinks they tried out the kiosk stuff and have moved to this technology.

Chief Froomin added that the other advantage to sticking with the types of meters that we have is that we don't have to remove poles or anything. It is all on the existing infrastructure that we have.

Councilmember Downey referred to the report where it says that we have 548 meters in Coronado. In 2014 alone, 50 meters had either to be sent out for repair or internal mechanism replaced. We

are coming close to 10% of our current meters. As someone who has a business with meters in front, she hears the complaints of all the people who try to use the meters and her uninformed survey can report that there are two different meters of the five meters in front of her business location that are perpetually broken. The police have tried to fix them at least two times for each meter over the last four years. Her example shows that our current meters aren't all that reliable. She appreciates the Mayor's question about how reliable the new ones will be. With the ratio of 50 meters out of 548 in one year that have to be replaced, it seems to her that the new meters have a higher reliability than that. Does Chief Froomin concur with that?

Chief Froomin agreed and said that it appears to staff that there is a higher reliability on the new meters which would also, if they are operating at 98 or 99% of the time, compared to the meters we have, you can just add on to that annual income that is coming in.

Ms. Downey thinks that, with the new meters, unlike the person who ended up with a ticket because the meter was broken, she is one of the people who forgets to call every time she notices there is a broken meter in front of her office. Now staff will immediately get an email so there will be less down time. This is good for businesses because they get angry when people can't park in front.

Chief Froomin stated that the goal would be to get as close to 100% up time as possible and do it as fast as possible. He doesn't believe that any of these systems are going to be 100% but they are certainly going to be way higher in the way of reliability than what we currently have.

Ms. Downey asked staff if there was anything from the Chamber of Commerce or MainStreet on this parking but she hasn't seen anything personally from them. Has anyone received input from either of them on the change in meters?

Chief Froomin responded that staff only heard from the one business owner and that was early on in the process. What was described to them was a violation of City ordinance.

Mayor Tanaka asked if we have reached out and sought their feedback about what they have seen.

Chief Froomin responded that they have not.

Councilmember Bailey asked a clarification question. Chief Froomin reported that 8% of transactions use credit cards. He is assuming that was just for the test meters. That wasn't for all the meters.

Chief Froomin agreed that it was just of the test meters.

Mr. Bailey talked about the ongoing costs. The \$61,000 annually ongoing costs was for the ones with the sensor, with the data plan.

Chief Froomin responded that would not include the real time data. The \$2.75 he mentioned would be added to that. The \$9.25 is the communication and licensing for the meter and the communication for the sensor that goes back and forth to the meter.

Mayor Tanaka commented that the basic features include if a car moves it senses that and if it doesn't move that would be covered under the figure Mr. Bailey referred to.

Chief Froomin explained that the only two things that would be enhanced with an additional amount on that are the way finding app on a phone and better enforcement capability. He thinks that, even without the real time data, we can get some enforcement assistance.

Mr. Bailey asked if Chief Froomin recalls what the annual ongoing costs would be without the sensor. If we were to get these meters without the sensor in the ground, what would it cost?

Chief Froomin thinks that it was \$3.50 less. You will lose a fair amount of benefit without the sensors.

Mayor Tanaka invited public comment but there was none.

Councilmember Sandke feels this goes directly to the parking district. To do this without doing the sensors is simply not the smart way to move forward. We have an offer of technology and an ability to look at a couple of different vendors and an ability to find out what financially works for the City. He thinks demand management advantages to the software capabilities, the enforcement issues, all kind of overweigh the extra cost of the sensor to be part of this program. He thinks the wayfinding option may not be a critical item to purchase first and asked if that is something you add on following. Is that something we would be critically involved with at the beginning or is that something we could look at a year or so down the line. From a revenue standpoint, he thinks we have an opportunity, through demand management, to maybe raise the rates during the most parking demand times in terms of controlling the turnover in the spaces. That would present more opportunities for people to use those spaces and the study seemed to indicate that. He thinks it is a way to move forward. He asked the question about the kiosks and he understands the implementation of a more convenient way to move forward and he thinks it makes sense for Coronado as it is what people are used to. He thinks Chief Froomin rightly went in that direction with what he brought to the Council and he thinks this deserves some serious staff attention in terms of moving forward. Finally, on the revenue side, in terms of getting back the cost of these things, we have other opportunities and not just the money that goes into these meters to get back that money. He thinks maybe some CTID money, some TOT money might be part of a three-legged stool because you would have the advantage of a parking app where people coming onto the island, not the driver, could access the ability to find an open space. He thinks the technology opportunities that we are all aware of should be taken advantage of and maybe even be a leading city on that.

Councilmember Woiwode recalls from the previous discussion on this subject that what interested him so much was the use of technology to encourage parking turnover without, at the same time, changing rates. He thinks that going forward with something like this makes a lot of sense, particularly in light of what is happening with the installed infrastructure. It makes more sense to him to replace with equipment that has these kinds of capabilities and, with the sensor, if you looked at those revenue numbers you would probably find that the revenue in those blocks in the meters without sensors isn't any different than it was with the old meters because those are heavily parked blocks but the revenue in the new meters without sensors compared to the new meters with sensors tells us a big story about how people use those parking meters. He would like to see the City move forward with the convenience fee, with new equipment, with the sensors. He is not proposing a change in rates. He does think the City should solicit some creative proposals from the industry. To that end, he would not feel compelled to get this done by summer of 2015. He

thinks it is way more important to get a broader look at the technology. The discussion about apps – those things are popping up all the time and he has seen how many of them work in San Francisco for finding parking. He has a feeling that we would get a lot of interested bidders if we opened the door to providing this kind of stuff, particularly if we are going to take our time and take six or eight months to do this, we will see a lot of information coming to us through an RFP process.

Mayor Tanaka thinks the pros outweigh the cons but he feels that a number of questions that were asked today didn't have answers or that this wasn't as researched maybe as it could have been. He had one person contact him with some complaint about this on Facebook. As soon as that one comment went on his Facebook screen, 20 more came on. These are all people who don't take the time to email him to complain about things. It is one thing when he gets a complaint from someone he doesn't know he has to factor whether there is an agenda involved or if they are credible. All of these people who commented are Coronado residents, half of them, at least, are people he knows, that all had complaints. What is hard about this is that, to some extent, they may have been complaining about the old meters. Nothing has convinced him today that the new meter that we are talking about is necessarily inherently more reliable. He thinks it is a fair assumption to make that maybe they are similarly reliable and he knows the new ones are a heck of a lot more expensive. Even if the old ones are not as reliable as we like, we could replace all of them at a fraction of the cost of these new ones and they don't have an ongoing monthly residual cost. That is something he is hoping more research is done into the vendors we are selecting and what is available than what has been done. Particularly the questions about what other cities have already done are of interest to him. If there is a city that just bought 1,000 of them that is great and Mayor Tanaka wants to find out if they have any buyer's remorse. Mr. Sandke made the point that we might become a leading city, good or bad. We might take the lead on telling everyone this is not good. One of the things he is concerned about is that we need to do more of our own independent testing and not just rely on their software telling us they are 93% accurate. Maybe they built software to tell us that. He would like to see more of what the Chief had already instituted where his own PSOs had tested this machinery and even if it was just that one meter that was found that is an indicator that we need to know more about what we are buying and whether or not we think it is reliable. His conundrum here is that the Chief and City Manager seem to be in favor of it. Both have seemed to have done enough research that he is going to take a leap of faith and assume that they have kicked the tires on this but he is going to be honest and say that some of his questions were not answered to his satisfaction and he is not entirely convinced that they have built systems to really test this thing to see if it is reliable.

Mr. Sandke asked if the Council is being asked to vote on these particular expenditures or is the Council being asked for a more broad policy direction to the staff.

Mayor Tanaka responded that the Council is being asked to accept the report and has the option to provide direction regarding the replacement of existing parking meters with smart meters. He feels the Council is being asked to take a leap of faith. He doesn't feel as if he has a lot of comparison data. If you are going to buy a car or hire a contractor, you would want three references and see if they are happy. He is kind of getting that but he is kind of not. He has a great deal of faith in the Police Chief and the City Manager and that is why he will support this but he does not feel they have kicked the tires enough for his liking. The reason he is saying that is because he is immediately fielding complaints about these things. He has not used one of these meters yet because he uses the bike most of the time. He doesn't have any of his own first hand information about how reliable he thinks they are and so on. He asked the question about whether or not we

have made it easy for someone to contact someone at the Police Department if they are having a problem with this. He mentioned that because in this age of social media, the five members of the City Council are only going to get more complaints directly via Facebook. He can't answer them. He can just say that he thinks they are good, he thinks they are reliable. He doesn't have any data to base it on. He doesn't have any personal first-hand experience and he is just trusting his professionals on this. He wants to be clear now that he does have some concerns about whether or not these things are reliable. He is disappointed that in 2007 we just replaced 526 parking meters. They didn't quite last the seven to ten years we are hoping these next ones will. He wasn't that excited about replacing them in 2007. The reason he did is because the Police Chief at the time said that we needed to. When the old meters don't work, it costs someone \$0.25. He can live with that. If it cheated you out of a quarter, he can say he is sorry about that but he is getting a little more concerned because what makes these things smart is that they take credit cards and so on and he is going to feel like a real fool if it screws up people's credit card information or if there are other problems that come up. He is excited about the sensor. He is excited that some of the problems that Mr. Woiwode talked about that we are not solving this will begin to solve. We don't want people to park eight hours in a row. With the old meter it was easy to cheat. He is willing to take a little leap of faith today because he does think the possibilities that have been tested and have been proven by our Chief and City Manager show that there are some things we can do with this technology that are exciting. He is not really that interested in the wayfinding for the public. He thinks if we did a little survey of how many people are single cars right now we would find a lot more single cars than the car Mr. Sandke described where it is the passenger. He is fairly confident that many of the people using that app, if it was provided, are people trying to drive and look at it at the same time. He wants no part of that for now. He does want to enable the Police Department in any way possible to make it easier for traffic enforcement. There are ways to get savings of time. If this is really good, somewhere down the road we might find we don't need as many as we have and we may be able to redeploy it to somewhere else or if we have a retirement maybe we would go from three to two or something like that. There are some real opportunities with this technology in that regard.

Councilmember Downey will support this motion because she just thinks our current meters are terrible. She is pretty convinced this will be an improvement over that. She is a little concerned that there could be another meter that would be better but at this point she will trust staff that this is as good as we can get now and if we are having to replace them as quickly as the old ones we will get a better model in seven years if that is true. The reason she is concerned about how bad the current ones are is that the price is more than a quarter. People get tickets and have to go deal with them or there is not parking. She is on one of the very well parked streets because she is across from the Post Office. Once the meter is bad, we have lost the parking spot for the amount of time it takes to get a replacement. That is a lot of loss. It is not just the quarter. It is the loss of those businesses that have parking in front of their businesses for however long current meters take to replace. She will vote for it because she thinks these meters are better. She trusts that when the email goes to the police person who is reviewing to say that the meter is broken they will be hopping on that and hopefully get it fixed or replaced sooner.

Mayor Tanaka hopes Ms. Downey is right because they both voted for the 2007 ones. He didn't do any comparisons and it is a simpler one. It worries him that if that one is so faulty what makes us think that a higher tech newer one is going to be less faulty.

Councilmember Bailey referred to the time several months ago when the City was doing its own survey. At the same time he went ahead and did his own, not to compete with the City's survey but just to try to fill in some holes. A couple of the questions he asked addressed smart meters. One of the statements was, "I would like the option to pay with a credit card." It turns out that a pretty high number of people said they would like that option. When the Police Chief said that only 8% of all the transactions were done with credit cards, he was a bit surprised at that given the results from the survey. He had about 700 people participate in the survey. He also asked what a fair hourly rate is for downtown parking. Over half of the respondents said a quarter. Four percent said free. When he looked at the smart meter, the benefits he sees are that it would be more convenient for the user and that it would generate more turnover and make it easier for the Police Department to enforce the parking regulations. He was a bit disappointed that more people weren't using the credit card. He would be in favor of doing a larger trial. He would suggest purchasing 100 units to try to phase this in. He doesn't see any reason why we have to purchase 500 right away, especially if we have some reservations. He wasn't necessarily a huge fan of the sensor at first because he was looking at this more from a standpoint of convenience for the user but he thinks the sensor makes a lot of sense and as we saw when you compare the smart meters with the sensor compared to the smart meters without the sensor, it generated more revenue. That is the road he would like to see the City go down. Let's try to phase these in and if we purchase 100 and we find out they are kind of faulty or our residents absolutely hate them, then we can go back to the old meters.

Councilmember Woiwode is back to the point he made about wanting to solicit proposals from vendors. All of the questions we are bringing up here will be the subject of the proposer's proposal. They will say they have installed them in these locations and this is the documented reliability and here are the references the City can check. They will give the City ideas of how to use them that we maybe have not thought of yet. They will come up with competitive pricing and we could, if we wanted to, put it in a phased 100 with options to follow. He believes that a sensible next step might be to create that RFP to encompass the concerns we have all raised and he believes the Council will get all the documentation it wants through that process. Short of that he does not see how we do that other than have the police chasing all over the place all the time.

Mr. King pointed out, as Mr. Woiwode said, that originally staff's proposal to the Council was a test of the concept. If that was acceptable to the Council, then staff would secure proposals through our conventional process. In other words, staff would put together a solicitation, indicate that we want reliability information and data and guarantees, and then use that as part of the solicitation. Staff used IPS because they are local and that will give them a leg up in the proposal process. Staff had previously represented to the Council that it was their intention to evaluate following the standard procedures.

MSUC (Sandke/Downey) moved that the City Council direct that staff pursue smart meters, including sensors, to be implemented with a target date of summer of 2016, and have included in the proposals the optional addition of wayfinding as well as the convenience fee with the amount to be determined by the vendor.

Mayor Tanaka asked for clarification on the wayfinding inclusion.

Mr. Sandke thinks it should be included as an optional software addition in terms of taking advantage of some type of apps further down the way that might be involved with parking district leverage. It is important that at least the question be asked as to whether or not it can be included.

Mayor Tanaka asked if Mr. Sandke's motion includes having staff have at least one of the options be something where we could roll it out 100 at a time as Mr. Bailey said or if we like what we see we can – we have more than one choice.

Mr. Sandke thinks a phased implementation could certainly be part of the motion.

Mr. Bailey requested the addition of a friendly amendment. In the meantime, while we are doing this, let's reach out to the Chamber of Commerce and MainStreet to hear some of their feedback and maybe we can include that in the proposal so that the vendors could address any concerns.

Mr. Sandke would accept that as a friendly amendment.

Mr. King asked for a clarification on the motion. The convenience fee is something that needs to be established by the City as there are two parts to that fee.

Mr. Sandke wanted to make sure the convenience fee is included in their proposal. It is up to us to decide what that fee is.

Mr. Bailey also requested the addition of a more comprehensive financial analysis on what the payback period is going to look like for this. Perhaps staff could put that together after we have received some proposals from the vendors to include in the staff report.

Mr. Sandke assumes that the normal process that the City follows would take place.

MSUC (Sandke/Downey) moved that the City Council accept the report and authorized staff to proceed with the replacement of existing parking meters with smart meters in a phased approach using the City's standard purchasing procedure. The Council also directed staff to preserve the option of a wayfinding or parking spot location software for future use; take the necessary steps to implement a credit card transaction fee; and to provide a financial analysis showing the cost to implement the replacement of the meters and when the City would recover its costs.

AYES:	Bailey, Downey, Sandke, Woiwode, Tanaka
NAYS:	None
ABSTAINING:	None
ABSENT:	None

111. Consideration to Authorize the City Manager to Secure County of San Diego Neighborhood Reinvestment Funds to Acquire and Transport a Historic Trolley to Coronado for Rehabilitation and Display and Provide Additional Direction as Needed. City Manager Blair King provided a presentation on the item for the Council and public.

Mayor Tanaka sees a potential deal breaker. He doesn't think there is any point in having any of this discussion if we don't first decide on a location. He didn't think putting a flag at Centennial Park would be controversial. It was. Like anything, it depends on how you read the rule book and maybe there is more than one way to interpret it. He doesn't say that to belittle any position. It was a more difficult decision than you would think. The question is whether the people who are in the closest proximity to that location want it, will they support it or will they fight you on it. He would propose to the Council that we need to first discuss whether there is a location where we think this could fit and if there is and if that is agreed to then we could start working on the other stuff. Why would we want to invest any time in what could be a great project if there isn't the right place to put it? Does anyone see a few automatic, easy spots? Second to that, should we task staff or some group to site where it would go first and then continue with this discussion. He likes what Mr. King has done in terms of at least, if we found a permanent location where it could go, we have the temporary place where the work will be done, and then it is worth the fundraising. He would hate to ask people to fundraise only to say that it was too much work. The hardest nut to crack is where it would be put if all the other things worked out.

Councilmember Woiwode agrees with Mayor Tanaka and is uncomfortable with the statement that we can get out of the deal easily if we acquire the thing and put it in the maintenance yard. His worry is that it would be a commitment to the supervisor and the current owner that we are going to do something with it. If it turns out that the location is the show stopper, he doesn't see any reason for not addressing that up front other than that it is uncomfortable.

Councilmember Sandke commented that he has spoken with people with significant interest in Coronado's history. A location that has come to be the most accepted of people he has spoken with about this is adjacent to City Hall between it and the Community Center. There is a diagonal pathway that bisects the park. One side of it is an open grassy area where tens if not hundreds of people do ceremonies and weddings and things. To the other side of that wonderfully landscaped area is an opportunity to site that particular trolley car. It has some advantages in terms of history, being that this was Tent City back in the day. It augments the Glorietta Bay Park artwork that includes a lot of Tent City references. He thinks, as Mayor Tanaka suggested, finding a place for it is probably the smartest thing to do to begin with. If his informal study over the past couple of weeks has produced anything, it has come up with that being the most likely candidate. The second spot that was brought up was the median between the Spreckels Park bandstand and the Library. The sap from the trees that we are going to have to cut down for the Senior Center won't be dry in time to get this project done. He just doesn't see that as the right place to do anything for quite a while. He certainly leans toward the siting between City Hall and the Community Center.

Mayor Tanaka asked if anyone would object to continuing this item and having staff come back with an analysis of possible locations. Then we can debate if we pick a primary location or not.

Councilmember Downey commented that the twin to this that is restored is inside a museum. She was trying to figure out if, once this is restored, can this be left outside or does it have to have a covering. When we are coming up with places to put it, she was just trying to figure out what would be needed. She loves the idea of it being out where Mr. Sandke suggested. She can also think of a few locations that might work but they don't have covers and we wouldn't want to cover them.

Mayor Tanaka feels that is part of the discussion that needs to take place and he is arguing that there is a sequence to that discussion. He thinks we need to hammer down locations that three or more members could support putting a finished product and then part of that discussion would be whether it is something that we want people to climb in and look around at. He read a commentary that National City's isn't the model we are trying to copy because they have locked and keyed theirs in a way where maybe the public doesn't have as much access to it. Some of the suggestions he has heard such as Centennial Park or the 100 block of Orange have that in mind. The whole point of saving this and restoring it is to give kids and people a chance to climb in it. He thinks we need to figure out if there are suitable locations that three or more Council members are comfortable with and then come back to hammering out the points that Mr. King made in the staff report.

Ms. Downey agrees but before the Council could task staff to look at some she thought it might be helpful to answer that question so that the places that are proposed by staff meet that.

Mayor Tanaka asked Mr. King if the point of restoring this is to make it something people could access and would be left exposed to the elements or is that not the case.

Mr. King thinks that there could be two schools of thought that would be policy driven. One school of thought would be if it is going to be a museum piece, it should be displayed more as a museum piece. The other school of thought is that it is a trolley. The trolley operated out in the elements and you would want to put it someplace where people could touch it and it would not be housed. He thinks that would be a discussion for the Council. It is likely that the City would not want to follow the National City example exactly as they have put it.

Councilmember Bailey asked if the public has had a chance to comment. He agrees that if the City is going to pursue this, we need to come up with a site location or a couple of different locations but also a more comprehensive project plan than just we are going to go to Supervisor Cox, acquire this trolley, bring it to Coronado, and try to fundraise and use volunteers for the refurbishing. He has a lot of confidence that a guy like Bill would be more than capable of doing this but it seems like we are leaving a lot out unknown to take this step. He thinks we would need a much more comprehensive project plan before he would feel at all comfortable in supporting this.

Mr. Sandke commented that, in terms of accessibility, he loves the idea of a usable, crawl upon kind of display. If it became necessary to four post and do a cover over it to protect it from the rain and the sun, he could see that. He wouldn't want it enclosed the same way the National City one is. He doesn't think that is a good model. He doesn't think it would reflect well on what we are operating with over in this area no matter where it is sited. He wonders if the Council might include, in the direction to staff, to come up with a general scope of costs and not necessarily the funding mechanisms that will come further down the line, to at least get a general idea of what we might be looking at in terms of the cost to refurbish this thing.

Mayor Tanaka thinks there are a lot of questions to be answered. If we don't have a spot to put it, there is no reason to talk about it. He is not trying to cut off all debate on it but is just saying that all these other questions become moot if we don't, in the end, feel comfortable that a finished product is what we want and it should go here and we agree that it is either open or somewhat covered.

The Mayor invited public comment.

Joe Ditler is a writer and a historian. This should not be called a trolley. It was not self-propelled. It was not an electric trolley. It was actually a rail car. It was an excursion car. It was designed to be pushed or pulled and to carry excessive amounts of people through Coronado and on expeditions throughout inland areas, sometimes even shooting quail from the actual seats with their rifles. It also went across the border to Tijuana. This particular car is a part of Coronado's history, a big part. It operated here for more than 25 years. He is only sorry that its initiation to the Coronado public's view and conversations about it have been so controversial because it really is a wonderful piece of history. He has been involved with museums for almost 20 years in an executive capacity and has found that things like this knock on your door once and if you don't get them, they go away. This particular car only survived because a rancher bought this and Car Number One, took them to his fields inland, slatted up the sides, put a wood burning stove in them, and used them for living habitat for his immigrant workers. That is the only way they survived. We are so fortunate that they did. This car belongs in Coronado. He showed Car Number Two, specifically the car that we are trying to get. These rail cars can be identified in a number of postcards and early photos merely by those long running boards on the sides. They were 32' long and they carried about 58 people. They were crucial to moving people and in Coronado that was a big problem because people all came across on the ferry boat. They were at one end of town and they had to get to the other end of town where the Del and Tent City existed. He agrees with a lot of the comments. He would like to be a part of any discussion as he doesn't feel the Council will find anyone more briefed on the history of this particular car or on rail and transportation history in Coronado. No one has called him except for Mr. Ovrom. Car Number Two is currently slatted and ugly but Bill Gise says he can do this and he puts a lot of stake in what Bill Gise says. The car you are going to see is in the same condition that Car Number One was in when they purchased it. He thinks that on Orange Avenue, on the rails that have been secured that it originally ran on, it could be put and maybe even in the historic district it could be a platform for parades, etc.

Mayor Tanaka asked Mr. Ditler if this is something that if fully restored would have to be covered.

Mr. Ditler wouldn't recommend it. The Jewel Box in National City is a joke. There are bums sleeping in there and windows have been broken. The public can't get in to see it. This is a piece of our history. It is a piece of Coronado's history. There is nothing like it in the world left today. It should be enjoyed, sat in, etc. It would be a marvelous addition. He would like to see it in the historic district of Orange and thinks it would be beautiful.

Al Ovrom explained that this started about six years ago when Mr. Ditler came to him and said that he thought he found one of these things. He, Mr. Ditler, Bill Gise and Bruce Coons all went out to visit the owner to look at it. At that particular time, the owner was very reluctant to turn loose of it to the point where he didn't want to talk to the group because he thought he could go someplace and get it fixed up and put it in a different railway museum. In the six years since then what has changed is he has finally come to the conclusion that he just can't get that done. Coronado offers an opportunity for him to take his prize and turn it back into something he would like to see it get to and the fact that it is part of Coronado is a bonus. The owner is a railroad buff and reported that there were lots of different railroads in San Diego and they borrowed each other's cars depending on who needed what. The fact that this one might have had a National City and Otay thing on the side of it didn't mean it wasn't here. We have pictures of the fact that it has been here so it is a piece of Coronado history. He appreciates the fact that the Council wants to deliberate

and talk about where to put it because that is an essential element but it should also recognize that we don't even have a deal yet. It is not even a fact that it can be brought here. That is part of trying to put this together. He thanked the Council for its consideration.

Councilmember Downey commented that we haven't yet reached a dollar amount with the current owner for its purchase.

Mr. Ovrom explained that the question on whether he wants it purchased or whether he wants to give it has not been settled. Supervisor Greg Cox has said that he might be able to help him out with some purchase on it as well but no deal has been struck.

Harold Myers is as fascinated with historic railroads and railroad equipment as anyone. He encourages everyone both to visit the rail car in National City off of the Mile of Cars exit, one block to the right, and to go up to the Poway Midland Railway Museum which has several historic cars from a variety of places that you can actually ride on. It is a fantastic system. He agrees with the Council that the number one priority you must have is where it will be put before any other action is taken. He came prepared to discuss what was on the agenda item which is not should we acquire the car but whether or not we should apply for neighborhood investment program grants. The San Diego Electric Railway Association in National City received a \$50,000 grant from the Board of Supervisors in March of this year. He received a copy of their application from Supervisor Cox's office and there are certain specific things that you are required to have before applying for a grant. The first thing is the location street address if at all possible. The second thing is what the verifiable cost is. We need to know how much it is going to cost to move this thing from Lakeside to San Diego. We also need to know how much it is going to cost to restore it. He has some of that information that he has retained from the Port. He has substantial information, verifiable information, regarding Coronado's railroad history. He would also like to be part of any discussion or committee that might come up regarding the history of this car. The important thing to him is that he enjoys railroading but his antlers go up when he sees anything that is going to block Centennial Park. We have very limited open space and we need to examine the trade-offs and make sure the public is aware. He personally thinks that if the City is going to restore any type of rail car, even though it was used outside, we had a rail barn in Coronado where these cars were cleaned up, restored and maintained. This is a big railroad car. It is not a piece of playground equipment. There could be certain liability issues of leaving it outside where kids can climb on and off of it. He thinks the Council is on the right track with trying to find the location first and then we can discuss the other items.

Trisha Trowbridge has heard everything she was going to say already. She was responding to how it was also written on the agenda and she was going to say that she wouldn't recommend the City Manager applying for a grant and getting money. To her that would be the cart before the horse. The two words that she wrote down that would be what you would need to do are placement and liability. She doesn't see a place that would be a best place. There are problems with Centennial Park and that is the history of where it went. It travelled from there to Tent City, along Orange Avenue. She thinks people will be climbing on it all the time and therefore there is a liability issue. She can see where you would need a lot of discussion before you secure money. The liability and upkeep need to be considered as well. Once it is done, it is a beautiful piece of art and even if it is at City Hall what is going to keep children off of it. It is not a piece of playground equipment. She is not being negative about a place but she wants everything to be thought out. Does it have

a place, a very special place, where it can go? She is glad the Council is going to be thinking about this before jumping into it.

Mayor Tanaka would prefer to have staff take the lead on coming up with some site options. He can tell from personal experience that when we first tried to figure out where to put the Animal Care Facility he was the head of a subcommittee and the subcommittee recommended one thing and the Council did another. That is fine but he thinks the easiest person or group to lead this expedition about what our site options are would be someone on Mr. King's staff and not one of the Council members. He thinks we have heard that there are people passionate about this project. We want those people involved. He thinks Mr. Sandke's suggestion is a great one and is hopefully one of many that the Council can explore but in the end we are going to have a very tough discussion once those options are laid out about whether three or more members think that is a good site and then whether three or more agree that is a great site because this is how we are going to use the resource if we get it. He asked Mr. King if he is comfortable with this direction.

Mr. King summarized that the Council would like to have some work done on potential locations with some recommendations brought back to the Council.

Mayor Tanaka really thinks we need to limit the scope initially so that staff understands what the Council is asking it to do. The focus should be on a location, an inventory of places. The Council can have a discussion around that. All the other questions become moot if we can't settle on a site and staff will have to play a little bit about these sites being suggested as possibilities under the scope of the project being either it is going to be not covered, covered, etc. That will be discussed as that comes back to the Council.

Ms. Downey thinks that, other than coming back with the locations, one of the things someone was concerned about is not enough public knowledge. She asked that whenever this hits the agenda she would like notification to be thoroughly made.

Mayor Tanaka asked that, before this comes to the Council, there be at least one public outreach meeting and that any of the sites that are listed that are going to move forward to the Council, that we notice people within a certain proximity and give the public one last chance to participate in this.

Mr. King has heard that the Council wants people to know. For example, if we are going to discuss the possible location just to the south of City Hall, he anticipates that we would want to let the Shores know that is a potential location. If it is someplace along Orange, we would want to let the business community know. He does not believe that, since we already know the limitations on development at Centennial Park, is probably a location that would be under consideration. Those issues will be vetted out so that there is full knowledge before it comes back to the Council.

Mr. Sandke thinks the public outreach idea is a fantastic one and it is super important that we move forward with as much public input as we can on this.

Direction was given to City staff on this item.

12. CITY ATTORNEY: No report.

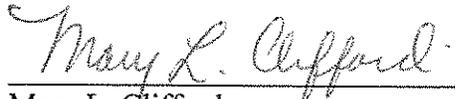
13. **COMMUNICATIONS - WRITTEN:** None.
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 8:17 p.m.

Approved: January 6, 2015



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk