

**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, April 21, 2015**

CALL TO ORDER/ROLL CALL 3:15 p.m.

ANNOUNCEMENT OF CLOSED SESSION

- 1. CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**
AUTHORITY: Government Code Section 5495.9(a)
NAME OF CASE: Van Erhard v. City of Coronado
WCAB No. ADJ9118509

- 2. CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATOR**
AUTHORITY: Government Code Section 54957.6
CITY NEGOTIATORS: Blair King, City Manager; Tom Ritter, Assistant City
Manager; Leslie Suelter, Director of Administrative Services;
Johanna Canlas, City Attorney
EMPLOYEE ORGANIZATIONS: Coronado Police Officers' Association; Coronado
Firefighters' Association; American Federation of State, County,
and Municipal Employees (AFSCME) Local 127; Self-
Represented Employees; and Executive Employees

- 3. COMMUNICATIONS – ORAL: None.**

The City Council adjourned to Closed Session at 3:17 pm.

At 3:49 pm, the City Attorney reported that direction was provided and 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 April 7, 2015.

MSUC (Woiwode/Sandke) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of April 7, 2015, 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:

4a. Proclamation: May is National Drowning Prevention Month. Mayor Tanaka presented the proclamation to Roger Miller.

4b. Proclamation: Michael Lawton Day. Mayor Tanaka presented the proclamation to Police Commander Mike Lawton.

4c. Proclamation: Susanna Wiggins Day. Mayor Tanaka presented the proclamation to Miss Coronado 2014 Susanna Wiggins.

4d. Proclamation: Katie Hearther Day. Mayor Tanaka presented the proclamation to Miss Teen Coronado 2014 Katie Hearther.

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 Item 11c. Councilmember Woiwode suggested the addition of Item 11c.

Councilmember Downey commented on Item 11c. She has spoken with the representatives from EDCO so she understands that it is time to get the rates in line with what the costs are but one of the things that wasn't in the staff report is a chart over the years showing how much the City collected from the recyclable component that was used to offset the cost. She understood what staff presented and that is one of the reasons for the General Fund subsidy but it is not just because we were willing to fund with the General Fund. It is because the City was originally getting more and that has gone down. She would like to see that graphically. She is happy to support the motion and the rate increase. She thinks EDCO has been commendable in waiting this long to leave the rates where they are until the point where the economy is recovering and it is appropriate now to fund what the cost is.

MSUC (Downey/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5i with the addition of Item 11c - Review Proposed Rate Adjustments for Solid Waste and Recycling and Set a Public Hearing.

**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. 10106301 thru 10106521. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. Adoption of a Resolution of the City Council of the City of Coronado Approving the 2015 Coronado Apartment Vacancy Factor Pursuant to Subsection 82.40.100(F) of the Coronado Municipal Code. The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO ADOPTING THE 2015 APARTMENT VACANCY FACTOR PURSUANT TO SUBSECTION 82.40.100(F) OF THE CORONADO MUNICIPAL CODE. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8733.

5d. Adoption of a Resolution of the City Council of the City of Coronado Authorizing the City Manager to Accept a Grant in the Amount of \$36,000 to Fund the Coronado Safe Routes to School Education Project from the California Department of Transportation's Active Transportation Program. The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE CITY MANAGER TO ACCEPT A GRANT IN THE AMOUNT OF \$36,000 TO FUND THE CORONADO SAFE ROUTES TO SCHOOL EDUCATION PROJECT FROM THE CALIFORNIA DEPARTMENT OF TRANSPORTATION'S ACTIVE TRANSPORTATION PROGRAM. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8734.

5e. Adoption of a Resolution of the City Council of the City of Coronado, California, Declaring Its Intention to Withdraw from the San Diego County Cities Joint Powers Agreement for Risk Management Services and Related Insurance Coverages Creating the San Diego Pooled Insurance Program Authority for Municipal Entities (SANDPIPA). The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, DECLARING ITS INTENTION TO WITHDRAW FROM THE SAN DIEGO COUNTY CITIES JOINT POWERS AGREEMENT FOR RISK MANAGEMENT SERVICES AND RELATED INSURANCE COVERAGES CREATING THE SAN DIEGO POOLED INSURANCE PROGRAM AUTHORITY FOR MUNICIPAL ENTITIES (SANDPIPA). The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8735.

5f. Authorization for the City Manager to Execute a New Lease Agreement Between the City of Coronado and New Cingular Wireless PCS, LLC, for the Continued Use of the City-Owned Tower for a Cell Tower Located Adjacent to the Main Fire Station. The City Council authorized the City Manager to execute the new Lease Agreement.

5g. Authorization for the City Manager to Execute a \$20,000 Increase to the Dell Marketing L.P. Purchase Agreement to Cover Additional Replacement Computer Equipment. The City Council authorized the City Manager to execute an additional purchase agreement with Dell Marketing L.P. through the Western State Contracting Alliance cooperative purchasing program in the amount of \$20,000.

5h. Authorization for the City Manager to Execute a Purchase Agreement with Snap-On Industrial, in an Amount Not to Exceed \$78,100, for a Six-Pole, Electric, Heavy-Duty Truck Lift Through a Cooperative Purchasing Program. The City Council authorized the City Manager to execute the purchase agreement with Snap-On Industrial for a six-pole, electric, heavy-duty truck lift in an amount not to exceed \$78,100.

5i. Award of Contracts to (1) PAL Engineering, Inc. in the Amount of \$577,752 for Construction of the Street, Curb and Gutter FY 13/14 Project and (2) to Psomas for Professional Engineering Construction Support and Construction Inspection Services for a Not-To-Exceed Amount of \$51,000. The City Council awarded a contract to PAL Engineering, Inc. in the amount of \$577,752 for construction of the Street, Curb and Gutter FY 13/14 project (Contract No. 15-CO-ES-545); and (2) awarded professional engineering contracts to Psomas for construction support and construction inspection services for a not-to-exceed amount of \$51,000.

6. ORAL COMMUNICATIONS:

- a. Jean Gazzo is concerned about the safety connected to the installation of bike lanes on Alameda Boulevard. She has eight reasons why she thinks it is not a good idea to have bike lanes on Alameda. Alameda Blvd is a main traffic artery to and from the military bases and is often clogged with beach traffic. Encouraging cyclists to use Alameda with bike lanes will add to the congestion. Cyclists, for their own safety, should use less traveled streets. Alameda has heavy two-way traffic unlike other main traffic corridors in the City

with no divider. Residences and parking are on both sides of the street. Safety studies show that cyclists are less safe on high volume streets with on-street parking because of the hazard of car doors opening and driveway pullouts and entrances. Bike lanes provide conduits for out of town tourists to come into residential neighborhoods. Bike lanes encourage out of town cyclists to drive cars into Coronado with their bikes because bikes are not allowed on the bridge. This adds to the City's traffic and pollution. Most people in Coronado don't ride bikes to work because they drive over the bridge to work. Therefore, most cyclists are recreational and car use/pollution is not reduced. Bike lanes are used by a wide variety of cyclists, from high speed racing cyclists to inexperienced children, and also by slow moving four-wheel surrey bikes and skateboarders. Many tourists on bikes are foreign or don't know or care about local bike regulations. They often ride two abreast to talk to each other or in groups. Many cyclists wander in and out of bike lanes, distracted by their sightseeing. This mixture of different cyclists is especially dangerous on a heavy traffic street like Alameda. Alameda is used as a parking lot for beach goers who are loading and unloading children and bulky gear. These distracted visitors are often on cell phones as they stop and wait for a parking spot or backing into crowded spaces. They open car doors and stand in the street with little regard for oncoming traffic. Vehicles coming around curves on Alameda don't see them and swerve to miss them. Alameda is used by large vehicles not typically found on residential streets, including large military trucks often towing boats with heavy equipment, commercial van trucks, construction equipment, buses, and big recreational vehicles. They are wider than cars and would push into a dangerously narrow space. She asked everyone to give consideration to her reasons. She thinks it is very dangerous to have bike lanes on Alameda Boulevard and cyclists should use side streets.

- b. **Laura Crenshaw** thanked the City on behalf of the Coronado Floral Association for its generous support with the \$35,000 grant and constant support of the Coronado Flower Show. It was an overwhelming success.
- c. **Kevin Melton** is a Republican candidate for the 78th District Assembly seat in 2016. He is a downtown San Diego resident and spoke about Coronado.
- d. **Rich Brady** spoke representing Coronado SAFE. He offered a huge thank you to the City Council. It is because of the City Council and its ability to see the value in what Coronado SAFE does that SAFE has been credited with helping to prevent the abduction of two young children through SAFE's program On Applebee Pond. He spoke about the attempted abduction of a 9 and 2-year old a couple of weeks ago. If the attempt had been successful he guarantees that everyone in Coronado would know. Thanks to the SAFE preventive program, this result is how prevention is supposed to work. On Applebee Pond is an interactive puppet show teaching kids from preschool to third grade valuable life skills, in this case one called Stranger Danger. Through this program, along with other SAFE programs run in middle and high school as well as parenting education classes and free counseling, SAFE is able to continue fulfilling its mission which is "to partner with parents and the community to develop and sustain healthy responsible youth." SAFE is very grateful to the Council for its support of SAFE which allows them to work closely in their collaborative effort with the Police Department and schools for a safer community. NBC News came to Coronado to check this out and ended up speaking with SAFE about this. In the interview with the reporter, he asked if the program had anything to do with what

happened with those kids. Mr. Brady followed up with the family involved and they definitely think that On Applebee Pond was part of the reason that the children reacted the way that they did.

7. **CITY MANAGER/EXECUTIVE DIRECTOR:** City Manager Blair King announced that the City of Coronado received an award from the National Arbor Day Foundation. Coronado was designated Tree City USA for the 30th consecutive year. The annual Arbor Day event will take place at Spreckels Park at 8:30 a.m. this Saturday. It is a tree-planting event throughout Coronado.

8. **PUBLIC HEARINGS:**

8a. **Public Hearing: Appeal of the Decision of the Historic Resource Commission that the Residence Located at 475 A Avenue Meets the Criteria to be Designated as a Historic Resource in Accordance with Chapter 84.20 of the Municipal Code (NOI 2105-03 William Mann).** Tricia Olsen, Associate Planner, gave the presentation.

Mayor Tanaka explained the process and the time limits he would follow for this appeal.

Councilmember Downey reviewed everything in the record. She went back to the City Council minutes from February 2011 and March 2011 when the Council directed how the criteria should be reviewed. It was said that the committee used the adopted designation criteria guidelines. Ms. Downey has the entire Historic Resource Code and wondered if that reference was to the Code as the guidelines or which document is being referred to. The response was that it is a folding pamphlet. Was that designated as an attachment in the agenda?

Ms. Olsen responded that it is not an attachment to the agenda.

Ms. Downey understood that the four people that chose to find this property historic used those guidelines to do so.

Ms. Olsen explained that they are the guidelines that the HRC uses and they are also the guidelines that are provided to the public for them to do their analysis as well.

Ms. Downey questioned why it wasn't given to the Council in the agenda.

Ms. Olsen responded that it is available at City Hall and on the City website. She doesn't routinely provide it as an attachment as it is lengthy.

Councilmember Woiwode referred to the slide Ms. Olsen showed that detailed when staff received additional information from the appellant on April 6. Is that the same information they had brought to the HRC?

Ms. Olsen explained that it is new information that was provided in association with the appeal.

The Mayor invited HRC Commissioner Susan Keith to speak.

Susan Keith spoke on behalf of the HRC and its 4-1 vote on this matter. The HRC found that three of the criteria had been met. We made a motion; the motion carried 4-1; she said she is available for questions.

Councilmember Downey stated she couldn't find in our codes if we intended in this statute, when talking about a significant person, that the person is significant to us in our community or that the person is significant, in this case, internationally as an opera singer.

Ms. Keith believes it reads local, state or nationally or internationally.

Ms. Downey asked which one of those the HRC found relevant in this case.

Ms. Keith explained that he was an international opera star who came back here, retired from his international business, and then became a local volunteer. Whether it was only in Coronado or only in San Diego, she does not know. The HRC took in the international reputation of the gentleman and the local, both.

Mayor Tanaka invited the appellant to speak.

Scott Moomjian spoke on behalf of the Mann Family. The property consists of a one-story over basement single-family residence that has elements of two competing styles, the Craftsman and the Spanish Eclectic. This is a hybrid-style home that was designed by the original owner and occupant Mary Scovell and built by local contractor SD Chapin in 1916. We know that Mrs. Scovell is known to have supervised construction of the home and lived there with her estranged husband, Edward, from 1916 until her death in 1930. It is undisputed that the property was built for the Scovells in their retirement after they first came to Coronado in 1915. The Mann family has owned the property since 1956 as an investment. It goes without saying that the historic designation of the property today has caused and will continue to cause economic hardship to the Mann family who has always believed that the property would be sold for its highest value, consistent with its underlying zoning and best use. There is a section in his appeal dealing with how involuntary designations such as these, of which the Council is seeing more and more and more, really frustrate and undermine the Historic Resource Code. This is a larger policy consideration that, at some point, the Council will have to tackle head on.

According to the staff report, and Ms. Olsen is correct about this, we do not believe that the property qualifies under any of the criteria, B, C or D, and that was actually the recommendation that staff had given to the HRC at the time of the hearing. In order to qualify under Criterion B, a property must be identified with a person significant in local, state or national history, not international history. Extensive historical research indicates that Edward Brooks Scovell was not a historically significant individual at either the local, state or national levels. The reason for this, quite simply, is because none of his achievements or contributions in the field of music or opera ever rose to a level of historical significance. When you look at the guidelines, the HRC guidelines state quite clearly that a historic person must have gained historic significance within that person's profession or group. We know that Scovell worked in the field of opera from approximately 1877 to 1889, a twelve-year career. Newspaper articles document the fact that in 1889 he lost his voice. It was called an extinction of the voice and he was forced to retire. Scovell never performed in Coronado over this period and he moved to this City 27 years after his last professional public appearance. Both during and after his career, his activities in the field of opera and music never

resulted in any contribution of a historic nature. Quite simply, while he was acknowledged as a famous stage celebrity, his musical endeavors were never regarded as historically significant. He never attained historical significance within his profession. When we look at the guidelines, the guidelines also state that properties associated with a historic individual must reflect a person's productive life and not retirement. It is without question that in this case Scovell came to Coronado long after he retired from music, 27 years after his last public appearance, and while in Coronado he is known to have participated in only three public performances. They were all for either church or charity and only two of these occurred in Coronado, both in 1931, after the death of his wife. No historical evidence was presented at the time of the hearing or subsequently which would indicate that Scovell either sang publicly or privately at the property during his retirement and under the HRC guidelines speculative associations are not acceptable. In addition, Scovell only owned the property for one year, between 1916 and 1917, before he deeded the property as part of a divorce settlement to his wife. There is really no nexus between Scovell's alleged historic achievements and his occupancy in retirement at the property. There is a provision in the HRC guidelines that allows for retirement properties to qualify for designations if they occur where no properties from the person's productive years remain intact. Again, speculative associations are not acceptable. We know that over the course of his career and life, he lived throughout Europe and the United States. Residences throughout this productive period, he would suspect, undoubtedly exist. Their specific locations are unknown and they may never be known. As a result, the exception for retirement properties in this case does not apply.

Moving on to Criterion C, the Council is well aware of the criteria that we must meet these three prongs – it has to possess distinctive characteristics, be valuable for a study, type, period or method of construction, and not be substantially altered. They agree that the property has not been substantially altered. When you look at the guidelines, they mandate that properties under Criterion C must “clearly exhibit enough distinctive characteristics to be truly representative of an architectural style.” In this case, we have competing Craftsman and Spanish Eclectic characteristics; however, the property was designated as a resource that possesses the distinctive characteristics of the Craftsman style. It is clear and obvious that even under the guidelines, the property is simply not truly representative of the Craftsman style because it has Spanish Eclectic elements. He showed a slide that depicts true Craftsman style elements. When you look at this, you can clearly see that the property does not qualify. Also, we have an interesting theory that was advanced by the HRC dealing with this concept of hillside construction that is also flawed. There is no evidence in the record to indicate at all that this somehow represents hillside construction. There is no comparative analysis, no evaluation whatsoever. In fact this concept isn't even defined.

Moving on, he discussed Criterion D. We do know that SD Chapin has had some notable properties designated. There were about 17 examples at the hearing and five were cited as notable examples. These illustrate some very nice details but there is no evidence whatsoever that this particular property, which was designed by Mrs. Scovell who supervised the construction of the building, is somehow a notable example of Mr. Chapin's work.

Councilmember Woiwode asked if Mr. Moomjian presented this information to the HRC.

Mr. Moomjian did not as he was retained after the designation.

Councilmember Sandke asked about the productive period exception that Mr. Moomjian talked about. He recognized that other examples of homes that this individual might have lived in might exist in other jurisdictions/countries/continents. Mr. Sandke is not entirely certain whether that is a rational interpretation of the stuff that we have control over in this room and so he thinks he might be applying to other opportunities for homes within Coronado that a particular individual might have lived in. Did he consider that in his analysis?

Mr. Moomjian does not think that particular exception should be construed so narrowly. He does not think it applies to necessarily Coronado properties. What needs to occur is that we need to examine all of the properties in which a potentially historic person has lived and identify whether those historic achievements occurred at the property in question. Under the facts, as documented in newspaper articles from around the country, it is pretty clear that he had only a very minimal relationship with Coronado and any potential historic achievements that he may or may not have achieved did not occur at that property.

Mrs. Keith offered a rebuttal. It is a little unfair to present information to the City Council that the HRC has never considered. For that, if no other reason, she would ask that the City Council support that the information the HRC had and in their finding that this man was a very notable singer. No one has ever questioned whether it was national or international. She would assume that anyone in this country that is nationally known is probably known internationally also. That is just kind of the way life goes. The HRC believed he was notable. The HRC believed that his voice was something that continued his volunteering and that it should be considered as qualifying for Criterion B. Also, under the hillside criteria, there is only one hill in town. There are not a lot of houses that we can talk about that have hillside construction. This property on A (there are two houses right there across from each other) and its neighbor both have been built so that you come in on one level and you go down. There are a couple of other examples of that in town but the HRC thought it was notable enough that the architectural history of this community should be accepted as criteria. Obviously there is no discussion over the idea that SD Chapin was one of our most notable builders in town and, therefore, should be accepted. She stands by the criteria that HRC gave to the Council based on the information that it received from the applicant at the time. She hopes the Council will uphold the decision.

Mayor Tanaka opened the public hearing.

Scott Aurich began by saying that 5 minutes and 3 minutes is ridiculous for a decision that has so much bearing on a huge economic impact for an owner. The consideration of this matter before HRC was also done with a staff report that clearly recommended that it met none of the criteria. The chairman of the HRC shared in that opinion. Oftentimes there is a question of subjective decisions as to whether or not a particular Chapin work is a notable piece of work or not. There are many houses that Chapin built that have been declared not historical and he thinks this is one of them. At the HRC meeting, when asked by the City Attorney what characteristic of this house was Chapin's work reflected in that is where the hillside architecture came into play. There are other houses built by many other builders around the community that hillside architecture is not an architectural feature that is specific to Chapin. When discussing Scovell, he didn't do his work when he was in this house. That is clear and understood and was pointed out by staff to the HRC. The HRC basically ignored that component of it. One of the comments from one of the commissioners was that he lived in Tent City and the fact that he lived in Tent City made him historic. The fact is that if he lived in Tent City and that made him historic, the house or tent that

he lived in at Tent City should be historic but not the house at 475 A. Lastly, regarding the architectural style, at the HRC hearing there was not a discussion specifically with it being a Craftsman style. That came to pass in the staff report or later because at the HRC hearing it was a discussion of a new opportunity that was a combination of styles. The limited amount of features for either style is pretty obvious. It doesn't have a strong Spanish Eclectic style or a Craftsman style as was already pointed out. Those things were simply ignored and the rules were so much changed in evaluating it in that way. He has tons of respect for all the commissioners and particularly for Ms. Keith who has given more energy and effort to the community, volunteer-wise, than anyone else so it is hard to go against someone who you do have respect for but their passion for wanting to save an old house that is a big stucco box that is 180 degrees from what we have spent the last few years trying to change with RSIP and the changes in zoning, and their passion got the best of them. They missed the boat on determining it. It is a property that would be condemned historical.

James Marlar lives catty-corner from this property. For the three and a half years that he has lived there, this property has been vacant and underused and is just a blight. He went to the HRC meeting. Frankly, the appellant was sandbagged. The staff report said that this property did not meet any of the criteria. Therefore, if it met none of the criteria, why should they be there fully armed with evidence to argue against what the staff's report was. The HRC went on the fly on this one as far as he can tell. They made up things about Scovell. This hillside issue is silly. This is not a major hill. It is just a slight grade. It is not a significant architectural feature. This property simply doesn't measure up to any of the historical requirements of the staff's report. It is not there. You can't make it up out of old cloth. He urged the Council to reverse the HRC decision, or at worst, send it back to the HRC for a full blown hearing about who this person was and whether this property is representative of something that should be saved in this City. He maintains that it should not be.

Mayor Tanaka closed the public hearing.

Mayor Tanaka asked the Councilmembers to disclose any ex parte communications they may have had. He visited the house last night. He walked up to the porch and down the side of it.

Councilmember Downey did a significant amount of online research on the named significant person and she disclosed that he was not on the list of important opera stars she could find anywhere. All the references to him were not on his operatic skills but he was a fairly flamboyant person and did some notorious things.

Councilmember Bailey also visited the house.

Councilmember Sandke visited the house and had a phone call with Scott Aurich on the property.

Councilmember Woiwode went by it and has seen it often over the many years.

Mayor Tanaka began by saying that the HRC found that this property was historic on three criteria – Criterion B, Criterion C, and Criterion D. From his reading of the facts, he would vote to overturn because he does not believe Criterion B or Criterion C were met. In any of the elements one uses on involuntary designation, they have to be on the soundest ground. An involuntary designation is the one that is the most likely to end up in court. You need to be able to restate the facts on

which the home was designated and make sure that an objective voice of the court will agree with your reading of the evidence and the facts. You have to make sure you have made the strongest possible case. He does not believe the strongest case has been made for B in part because the question of whether Edward Brooks Scovell has attained historic significance is debatable but it is not related to Coronado. The retirement language that was used is relevant. He may have done one or two charity performances but whatever would have made Mr. Scovell historically significant has a very limited tie to the City of Coronado and his and his wife's residency in Coronado. He does not feel like that is a very strong ground on which to make this claim. On HRC finding C, he didn't feel like the strongest case was made that it possessed distinctive characteristics. It was brought up at both the HRC meeting as well as the succeeding information that the Council received that this was a bit of a hybrid home and that it had some of the architectural features of a Craftsman home and some of the features of a Spanish Eclectic home. The whole purpose of Criterion C is to say that it exemplified at least one of the two and he feels like the discussion that was had did not prove conclusively that it exemplified either or both of those. Again, if it is not a clear-cut case then that is a tenuous position for the City to involuntarily designate the home under. He is open for discussion for Criterion D but for him that is moot. For his sensibilities, Criteria B and C were not met and, therefore, the designation should be overturned.

Councilmember Downey began by saying that our rules suggest that first you go to the municipal code statute on historic resources to see if any property qualifies. Then you look at our HRC guidelines. We also can delve further if there are any questions by looking at the national guidelines. She has done all of those things in the last 36 hours. The question she asked was not meant to be a trick question. Why is someone significant? What does that mean? The national guidelines suggest that significance has two components. First, the person is significant in their field. You have to figure out what that field is. That is why she did a lot of research on the operatic history of the named individual. She couldn't find anything that would suggest that he was significant within that field. Then you have to look at the second part which is significant in the field and then how that pertains locally or nationally. It actually does matter. The question of whether it is international or not is fine. You could say international. The national rules don't have the ability to take into consideration internationally significant persons because we are preserving our history. That is the part, with all of this that we have to keep in mind. We are trying to help people understand the history of our country, our city, our state. When she looked at all of that and Criterion B, she does not believe he rose to significance in his field at all. The rest of the questions are kind of moot in that category. If other people disagreed and thought he was significant in the world of opera, how does that significance fit into the history that fits into our City? She sees nothing. He did not perform in opera here. We didn't have an opera company here. We didn't have operas here. Opera is not part of the history of Coronado so it doesn't help educate us. It doesn't bring any part of the fabric of our history to light. The reason we have the Historic Resource statute is to help us understand our history and she does not think this gentleman does anything to help us do that. She doesn't think, under any scenario, we have met Criterion B.

Criterion C is a little bit different. The national standards actually address the situation where you have a house with two different styles in it. Our code doesn't cover it and she is not encouraging us to get into that but there are architectural reasons when you saw a transition among architecture. There are periods in history where it wasn't uncommon for known architects, not people just winging it, trying to morph styles in response to other changes who would purposely use some elements of one style and it was a timing as it was transitioning from one period in our history to

another. There is no evidence in the record that this house had anything to do with transitions. There was no architect. There was no notable builder. She just wanted to raise that to her fellow Council members' attention. It is possible. In our code, though, you only have one shot at it. With respect to meeting the elements, one of the things that is interesting is that in a month or so we will be bringing back some suggestions to try to tighten up our code and one of the things that is kind of vague is how many characteristics of a style it has to have. When you read the examples, the National Register guidelines explain how architectural style is evidenced by features and normally it is at least five. When we talk about this particular structure, it doesn't have five. It has to have enough so that when people see the property they see the style. That is the whole point of it for us to learn the history. She doesn't think it rose to that criteria so it does not satisfy Criterion C as well.

Criterion D – this is interesting. This is where the City's code differs tremendously from the national code and she thinks it isn't good that it does. Ms. Downey thinks that before we get to looking at a property by a builder the builder should be notable. She acknowledges that is not what it says. What our code was changed to say is that it has to be a notable work by apparently any builder. We don't have any criteria so she cannot find how we say something is notable. It comes down to the average meaning of what is notable. Since this wasn't even really designed at all by this builder and everyone seems to acknowledge that the wife just picked things she wanted out of it, she does not know how this could be a notable example of his work. If we try to get to the idea that it was somehow notable because it was hillside construction, there is absolutely no evidence in the record whatsoever what was notable about it. She would agree with Mrs. Keith in that we only have one hill and it is small is enough for her. There is nothing in the record that says he did anything to make this house any different because it was on that street as opposed to one someplace else. She thinks the record we should hold ourselves to as evidence as to why this was the notable work showing that construction and she didn't see anything in the record. When the time is right, she would suggest the Council overturn and she will make the motion because she does not think it met any criteria.

Councilmember Bailey agrees with Mayor Tanaka and Councilmember Downey. He reminded the public and his colleagues that the Council is not deciding whether or not this house should be demolished but rather whether this house is historic. Those are completely separate issues. Starting with Criterion B, it must be identified with a person significant in local, state or national history. Based on the evidence, simply being a volunteer in the community does not, in his opinion, rise to the level of being a historically significant person although their service is certainly appreciated. Under Criterion C, there are three stipulations that have to be met in order for this criterion to hold true. The first one is that it is truly representative of an architectural style. This property is not very representative of the Craftsman style. Since B and C are not met, he would support overturning the HRC decision.

Councilmember Sandke commented that going through the most recent election reminded him that every Councilmember ran to preserve the village atmosphere of our town. It is a fascinating experience to sit in this chair and realize that we are affecting people's lives by our decisions here today. Economically, Scott Aurich shared with him some of the economic consequences of the historic designation of this property and the consequences if the Council weren't to overturn this today. He doesn't base his decision on the economics of it. As Councilmember Bailey pointed out, clearly we are not here to save a house but to look at the criteria. In terms of his personal opinion and the character of our town and, more importantly, the character of the neighborhood

that these folks live in, they are fine to see this house go. He is stuck with the criteria analysis very similar to his colleagues. He is stuck with a personal feeling that he is sorry to see one house become two or maybe even three because that is what can happen with this lot in its place in town. His overall concerns about the changes in density in town don't get to be addressed in his vote today and that disappoints him. He will probably support the denial of the historic designation but he won't do it with a heart full of thankfulness and gratefulness to lose another house in Coronado.

Councilmember Woiwode is also sad that he cannot support the designation. He thinks he and Mrs. Scovell have a lot in common because he thinks it is a really cool looking house. He doesn't particularly like Craftsman or Spanish Eclectic but he likes this place. He thinks the architecture is distinctive but it is Mrs. Scovell's architecture and it is one of a kind and, therefore, it does not qualify as a notable builder. It does not qualify as either Craftsman or Spanish Eclectic. He believes that the residence needs to be associated with the productive life of the individual so he is unable to find that it qualifies under any of these three criteria. He will state that he is distressed that the HRC has different information when they make their decision than the Council does. This is happening time and again and it is almost like the applicants are trying to set up the HRC. That is really irritating. He does feel that the Council has to overturn this.

Mayor Tanaka wanted to put a little closure on this item. When we are involved in elections, the village atmosphere is something that comes up and it should. He wouldn't vote for anyone who doesn't care about the village atmosphere. The first comment he wanted to make is that the ends don't justify the means. He visited this house last night and the conclusion he walked away with is that he likes the house and he doesn't want to see it demolished. That is not part of the City's historic ordinance. His feelings about the house, his desire not to see it demolished, his desire not to see it turn into two or three – he shares all of those and he would always campaign on that but the second part is that he took an oath to apply the law as it is written and not as he wishes it was written. He would like to save this house. He would like to see it not torn down. It wouldn't bother him if it was designated historic in some way but if he is being asked whether it meets those standards, he doesn't have a choice but to adhere to that.

Mr. Sandke commented on the HRC differing with staff in their outlook on this. He applauds the HRC for their passion. They wouldn't serve on that commission if they didn't believe in preserving Coronado's history. He takes nothing away from the work of the HRC in his vote today.

Ms. Downey agrees with everything that has been said but the interesting thing about this parcel is it is actually a pretty big house when you look at everything that was done in the back. Our RSIP will make sure that there is not a big, big mansion put there. One of the things that is important to understand is we have a Historic Resource statute because we want to preserve our history. Because we made it so that we can involuntarily designate we have to follow the rules. What we have done is say that everyone who owns property doesn't actually own that property unless you get a finding that it is not historic and then you can do what you want within the codes. That is a trust we made with everyone in this town. We are going to take that little bit of control away from your property but only in the better good, in the good of preserving the history of our community. For that reason, we have to stick to the letter of the law. She suggests that there are many ways we can work together to do it better. She is sorry that it became so black and white that staff went in one direction and the commissioners went in another. She thinks that many of the issues raised by the HRC were good ones. If they hadn't raised the issue about this two kinds

of architecture, she never would have realized that the national rules contain an ability to do that if it is actually legitimately historical. If we are going to have involuntary, we have to follow the letter of the law. If we had clearer, more objective rules to follow, nobody would be shocked. We all benefit by making it easily understood and predictable.

MSUC (Downey/Bailey) moved that the City Council overturn the decision of the Historic Resource Commission that the single-family residence addressed as 475 A Avenue meets the criteria to be designated a Historic Resource as it does not meet Criteria B, C or D.

Mayor Tanaka commented that there have been a lot of appeals. He does not see it that way. He thinks that this is an inherently subjective process. We have tried to make it less subjective and put rules in place so that there are fewer disagreements but there are going to be more. When you add involuntary, you up the ante of what will be disagreed over. Mr. Sandke made the point about the Council overturning the decision but still supporting HRC and he agrees with that. The HRC will judge these cases the same way the Council does, with the facts at hand, the best that they can and the same way we have appeals courts and supreme courts that is how the system works. He doesn't think he is overworked or that he has had too many appeals. That is what he signed up for. He is not at all unhappy with that process. He is sorry for the appellant that it has taken longer and more resources but he does think the system worked the way it is supposed to.

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

8b. Public Hearing: Approval of the Annual Report from the Coronado Tourism Improvement District (CTID) Advisory Board and Adoption of a Resolution of the City Council of the City of Coronado Declaring Its Intent to Continue to Levy a One-Half Percent (0.5%) Assessment during Fiscal Year 2015-16 on Certain Hotel Businesses within the Coronado Tourism Improvement District (CTID).

Councilmember Sandke is recused from this item.

Tom Ritter, Assistant City Manager, gave the presentation for this item.

Mayor Tanaka opened the public hearing.

Robbins Crehore Kelly was under the impression that they have currently assessed ½ percent. She realizes that there is an assessment now but understands that they are asking for that assessment to be increased. Is that true?

City Manager Blair King responded that the current assessment will end. The current assessment is for one-half a percent. It is an assessment against any hotel in Coronado that exceeds 100 rooms. The CTID has proposed a workplan and they have asked that the one-half percent assessment continue. The Council can accept the workplan and call for a protest hearing. The protest hearing would be the next step in the process. The protest hearing is limited to the assessees – any hotel in Coronado above 100 rooms. If there is not sufficient protest, then the City Council would adopt

that one-half percent assessment and that workplan would be implemented. In addition to the assessment district that has been imposed, that has a retiring assessment, the CTID has asked for a new assessment district. That new assessment district would be the subject of the next public hearing and then that is a second one-half percent assessment. The total assessment would be one percent upon the hotels with 100 rooms or more but technically we are dealing with two different assessments.

Susan Keith has no problem with the City going ahead with the one-half percent. She is concerned about the full percentage. We want to invite that many more people to come to Coronado? Have you been uptown recently? It would be another \$600,000 to spend promoting Coronado. If you put that to the vote of the people, she does not believe it would pass.

Mayor Tanaka closed the public hearing.

Councilmember Downey commented that the presentation on the CTID showed that they are shifting away to actually try to capture more large groups from big businesses coming in which hopefully is fewer cars. That is one of the reasons they have discussed this. Because of that she supports this effort. She thinks it does what both the City and the hotels want, which is to keep a vibrant tourism in our hotels and supports the City's projects that that helps back up.

MSUC (Downey/Tanaka) moved that the City Council approve the Annual Report of the CTID Advisory Board and adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, DECLARING ITS INTENTION TO CONTINUE TO LEVY ASSESSMENTS DURING FISCAL YEAR 2015-16 ON CERTAIN HOTEL BUSINESSES WITHIN THE CORONADO TOURISM IMPROVEMENT DISTRICT (CTID). The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8737.

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

8c. Public Hearing: Adoption of a Resolution of the City Council of the City of Coronado, California, Declaring Its Intention to Establish the Coronado Tourism Improvement District II (CTID II); To Levy an Assessment for the Fiscal Year 2015-2016 on Certain Hotels Located Within the Proposed District; To Fix the Time and Place of a Public Meeting and Public Hearing Thereon and Giving Notice Thereof; To Establish an Advisory Board; and To Approve the Initial Report to the City Council Dated April 2, 2015.

Councilmember Sandke is recused from this item.

Tom Ritter, Assistant City Manager, gave the presentation.

Mayor Tanaka opened the public hearing.

Susan Keith noticed that it said in a couple of slides that it is the City's resolution of intent. She doesn't know if that is a legal term or not but it implies that the Council has already made the decision and that its intent is to adopt this resolution. The Council hasn't even had a public hearing yet. She is confused on whether this is legal language or whether the Council has already made a decision. If it adopts this Resolution of Intent has it already decided that it is going to raise the...

City Attorney Johanna Canlas responded that it is the Council's intent to file an assessment and only the four hotels that have more than 100 rooms will be able to protest its intention to fix the assessment at the public hearing.

Ms. Keith wants to be sure that the public gets no input of any sort on this intent. It is only the large hotels that protest.

Mayor Tanaka clarified that it is a legal term. The group that can legally protest and stop it would be the groups that are doing the assessment but that doesn't mean that her comments under this public hearing, or comments received at a past meeting or at a future meeting, couldn't influence the City Council to say it is a bad idea or a good idea. The legal term about intent comes down to the ones who would face the assessment. If they don't want to levy the assessment, they have an opportunity to protest it separate from Ms. Keith's opportunity.

Carvill Veech asked if the other hotels get the same assessment or it is only the hotels with 100 or more rooms. What is to stop the City from amending this to hotels with 75 or more rooms? They are all going to benefit.

Mayor Tanaka pointed out to the public that under a public hearing people get to make comments. The Council may or may not address the comments during its discussion. For the term of the deal, which is one year that would be the limit. If, in a future year, it was determined that the threshold should be lowered or raised, it could be changed. The groups that aren't protesting would reserve the right to protest that later if they thought that was the wrong decision to make.

Robbins Crehore Kelly referred to Councilmember Downey's comment that there is a change in their marketing plan. Their goal is to market for what is referred to as the shoulder season, larger groups that come in. Her question is whether we need another one-half percent assessment to do that. They already have \$600,000 to market. Why can't that funding just be redirected? Why do they need another \$600,000+ to market?

Mayor Tanaka closed the public hearing.

Mayor Tanaka usually talks about where the City gets its money from in the State of the City addresses he gives. The top two revenue sources are property tax and Transient Occupancy Tax or hotel tax revenue. The City is reliant on its hotel tax revenue and the CTID is on top of the hotel tax that the City charges. He would argue to someone that the first CTID that was created was done so to protect that investment. Right now the City's TOT tax rate is 10%. It is the City's second biggest revenue source. We allow those hotels to assess themselves an additional half percent as a way to keep their hotels full. The more full the hotels, the more likely the City is to collect that revenue source which is our second biggest. It is a valid question that Ms. Kelly has asked as to whether they need more. Couldn't they do what they want to do with the same amount

that they have? There isn't a right or a wrong answer. It is a political one. How much is enough? He is going to say that he is willing to support this request because they have been successful with the one-half percent that they have asked for. He doesn't feel as if they are wasting the money and they want to double down on the strategies that have resulted in higher room occupancy rates. He is inclined to support their success because their success is vital to the City's economic success as well. Ms. Downey did make the point that they are changing their strategy a little bit and are trying to get the biggest groups because the biggest groups usually come from the airport to here and they don't necessarily rent a car. When you do your own individual traveling that sort of person is one who is more likely to individually book their car and do some of those things and then start clogging our streets and parking and so on.

Councilmember Downey is happy to make a motion to approve this. The City Council received a great presentation from the CTID on February 17. People can go to the agenda and minutes and learn more about their plans. Two of the things they do is help provide the free summer bus wrap on that which actually helps a lot of us and that gets the publicity with that. They also do the promotions that gets group folks in here and is focused advertising and it has to go to certain things but it benefits lots of other organizations in town. It was a very valid question as to whether the other hotels are going to get wrapped into this and have to also contribute. One of the great things about this is that our CTID is the large hotels agreed. They picked the number so that it wasn't going to pick in any of the smaller ones and the smaller ones would benefit from the advertising without having to contribute. We appreciate that. The rates are a little bit lower for some of our smaller hotels. For all those reasons, she thinks this is a good idea. It is good for the City. It is good for our hotels and good for the local community.

MSUC (Downey/Bailey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, DECLARING ITS INTENTION TO ESTABLISH THE CORONADO TOURISM IMPROVEMENT DISTRICT II (CTID II); TO LEVY AN ASSESSMENT FOR THE FISCAL YEAR 2015-2016 ON CERTAIN HOTELS LOCATED WITHIN THE PROPOSED DISTRICT; TO FIX THE TIME AND PLACE OF A PUBLIC MEETING AND PUBLIC HEARING THEREON AND GIVING NOTICE THEREOF; TO ESTABLISH AN ADVISORY BOARD; AND TO APPROVE THE INITIAL REPORT TO THE CITY COUNCIL DATED APRIL 2, 2015. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8738.

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

The City Council went into recess at 5:38 pm.

The City Council reconvened at 5:45 pm.

8d. Public Hearing: Approval of a Resolution Adopting a Revised Regional Transportation Congestion Improvement Program Fee to Mitigate the Impacts of Development of Residential Units on the San Diego Regional Transportation Arterial System for FY 2015/16. Ed Walton, City Engineer, gave the presentation.

Councilmember Downey commented that the City receives approximately \$600,000 from SANDAG. Looking at what we are collecting, the amount we actually collected was \$35,820.

Mr. Walton responded that the amount collected by the City of this fee is \$35,000 since its inception. We have paid out \$35,000 over the life of the program but we collect \$600,000 each year.

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

MSUC (Sandke/Woiwode) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO ADOPTING A REVISED REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE TO MITIGATE THE IMPACTS OF DEVELOPMENT OF RESIDENTIAL UNITS ON THE SAN DIEGO REGIONAL TRANSPORTATION ARTERIAL SYSTEM FOR FY 2015/16. This increases the existing uniform transportation mitigation fee by two and a half percent from \$2,254 to \$2,310 for each newly constructed residential unit. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8739.

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 in writing or at the next meeting.

11b. **Authorization to Advertise the FY 14-15 Street Preventive Maintenance Project for Bid and Direction to Staff on Installation of Associated Bicycle Markings.** Blair King, City Manager, introduced the item. Cliff Maurer, Director of Public Services and Engineering, gave the presentation.

Councilmember Sandke talked about a typical sharrow installation on a street like I Avenue. How many sharrows per block are proposed on one side of the street? What is a typical installation?

Mr. Maurer responded that it is two. He noted that Olive is a little bit complicated as it is a diagonal street that crosses a grid pattern of streets. A bike lane is being put in on Olive because it is so wide. This will help define where bikes should be, where cars should be. What happens is when you come to a termination of a bike lane or you come to a complicated intersection, you put in dash lines and that infers that is where the bikes should be but cars can also be there.

Mr. Sandke thinks that staff also explained some of the intricacies of some of the more complicated intersections and he feels confident that his questions were answered properly. The results of the study show that the only block that the opposition was greater than the support was I Avenue. Can staff attribute anything specific to that?

Mariah Van Zerr explained that, in terms of I Avenue, she didn't receive any phone calls or emails in particular about that one. That one didn't seem to be too controversial in terms of what she was hearing from residents. With 11 responses she is not sure that is a significant result. She could take a look at the specific write-in comments to see if she can derive anything meaningful.

Councilmember Bailey asked if we have any back-in angled parking currently in Coronado. The response was no. Mr. Bailey asked where the recommendation came from for the sharrows on I, J, Second and Fifth since they were not included in the Bicycle Master Plan.

Mr. Maurer explained that staff assessed and, based on what the characteristics of the street are and the fact that the guidance from Council was to take a look and this is a public safety matter, staff looked to apply public safety wherever it made sense based on current practice today.

The Mayor invited public comment.

Bob Spear spoke against the painting of the bike lanes. He is doing this from a standpoint of safety. On Glorietta, when you look at Glorietta and are riding a bike down Glorietta, for years, anyone with any common sense would ride pretty close to the curb and he drives that way to work and there are probably about four parked cars on the golf course in the morning. You would ride right along the edge of the golf course. Now we have lines. We have moved the bikes eight feet closer to traffic. It just doesn't make sense. It was safer before than it is now. Looking at Tenth Street and Alameda, if you put the lines in there, you are going to suggest and encourage people that is where they should ride their bikes. He contends that anyone with self-preservation instincts will look at Tenth Street and at Alameda and there is hardly ever any people walking there. Anyone should ride their bikes on the sidewalks there. If you encourage people to ride on Tenth Street, it just doesn't make sense. It doesn't make sense on Alameda either. You are basically giving them an illusion of safety by putting a two or three foot lane there with all the busy traffic. That is just a reality. He can't believe that the citizens of Coronado are going to possibly site safety as an example. He has ridden a bike around here for years and has observed plenty of people riding bikes. Most adults don't wear helmets. Most adults, most parents, don't care if their children wear helmets. They are perfectly comfortable if their kids' helmets are swinging on their handlebars. If the police give them any trouble at all, most of them think the police are hassling the kids. If we have a fatality in this town from someone on a bike, it won't be because of the lack of lines. It will be because of the lack of people using their helmets.

David Fairbanks is both a recreational cyclist as well as uses biking for daily transportation around town. He has been doing it since first arriving in Coronado in the mid-1960s. He is all in favor of the bike lanes on all the recommended streets. He would like to see it expanded to virtually all the streets that are wide enough for it. To the observation on Glorietta, he rides on Glorietta all the time and it is much safer now that we have designated bike lanes. The reason for that is it keeps the cars in a designated lane. Prior to those lines going in the cars would sometimes go two abreast or pass on the right. The street was too wide. It was so wide it was dangerous. By narrowing it down and designating the bike lane, it is actually safer. He asked the Council to adopt all the recommendations that staff is proposing and as this comes up again in the future, the Council should look at all our wider streets to add those bike lanes. They work great and he wants to see them.

Carolyn Elledge Baker disagrees with the last speaker. She very much agrees with Mr. Spear. She lives on a blind corner at Alameda and Ocean. She has trouble as it is with seeing bikes, cars, pedestrians, skateboarders coming down Alameda as she backs out of her garage. It is really difficult and she is very careful about it. Now that the City is thinking of putting bike lanes on Alameda, which is not that wide a street, this will increase the number of bikes. How are we going to resolve her visibility situation? Bike lanes will give the high-speed bikers even more opportunity to race down this already busy street that is also used as an emergency vehicle route as well as for large vehicles going to and from the base. Bike lanes give a feeling of false security. Her daughter has been almost hit twice by racing bikes on Glorietta where she was on a regular bike in a bike lane. They come so fast one cannot even have time to react. Where would Alameda bike lanes put the bikers? Ocean Boulevard is already a circus of cars, people, children and beach equipment as it is on Alameda. Bike lanes encourage more bikers, brought over here by more cars and we definitely do not need that. We already have rules for bikers and drivers. That is what we need to go by.

Bob Lindsay travels from the beach to the bay probably every day on his bike. He usually goes by Alameda because it is the most direct way, has fewer cross streets and he is more protected because there are stop signs on the cross streets. It is very logical to go along that way. He would feel much more comfortable if there was a bike lane there. The only north-south bike lane in the City is on Glorietta on the other side of town. He thinks there is one thing we all agree on and that is that there are a lot of bikes in town. They seem to be getting more and more and as time goes on we have to look forward to how to separate the bikes from the pedestrians, certainly not on the sidewalks, and from the cars. He strongly supports what we are doing on the bike lanes and thinks we are looking forward down the road and it is certainly the way to go. Most of the bike rentals are on either end of town. Usually the first place they head to is over towards the beach. You need some sort of way to get from that area back to the bay area and usually Alameda is the best way to go.

George Baker has always thought that Coronado was a village. A village is a strong, local, small place. That has almost disappeared and maybe it was when you took the toll off of the bridge. It is almost impossible to go to the beach, to park at the beach because there are too many cars. He can't even park in front of his house. Now what you are going to do is encourage bicycles to come here. Coronado is probably the best place in southern California to ride a bicycle. You can go down south and ride on the beach or come up to the golf course or up to the hotel. This is a wonderful place to ride bicycles. By putting in this lane you are going to encourage more people

to come here and ride their bicycles. They are going to tell their friends to come to Coronado because they are encouraging us to come there to ride bicycles. This is not going to be a nice village much longer. He has not heard anything about accidents from the Police Department. He hasn't heard that we haven't had heavy accidents because we don't have bicycle lanes. If you look at those things that they put out, you are going to have eleven feet for a lane for a car. A car is eight-foot wide. That gives a foot and a half on either side between incoming traffic and a bicycle. He can't believe that putting in these lanes is going to help encourage that and make it safer. He asked the Council to please think about this a little bit and don't bring in these bike lanes and encourage bikers and people to come into Coronado. Let's leave it a village.

Eva Yakutis supports the recommendations that staff and the City Manager have made relative to implementing and furthering the Coronado Bicycle Master Plan which is progressive and is something she is very proud of the City for adopting. She comes from the bicyclists' perspective as she is one who really rides her bike for transportation on a regular basis. She supports and acknowledges the speaker who talked about taking Alameda as a wonderful way to get from point a to point b across town because of the lack of all those dips, there being stop signs, and you feel like it is a great route but you don't quite feel safe without your own designated corridor for your bicycle. She knows that staff really knows what they are talking about from best practices in this area and what is safe and what is the safest mode of transportation as we all share the road. Bicycles have as much right as cars do. We respect the right of the cars and we also respect our neighbors on this beautiful island. She isn't sure that it will bring more cyclists to town but those who use their bikes on a regular basis will feel more confident and safe. She has a 95-year-old aunt who has lived here 50 years and she rides her three-wheeled bike still. She rides from the Yacht Club over to Boney's and to the hospital and the doctor. She loves Glorietta. She feels that it is very safe now. In addition, her thirteen-year-old niece acknowledged that she takes Sixth Street now to school and she even waits at that light at Orange to cross rather than going over at Seventh. She feels safer and is willing to wait because of that bike lane. She is really excited to hear about the results of this survey. She hopes the Council will look carefully at those despite some emails that Council may have received to the contrary. She thanked the Bicycle Advisory Committee (BAC), the Coronado Transportation Commission, and the staff for their hard work on that original report and this report.

Patrick Callahan is a member of the BAC. They have given a lot of thought to this issue and it is an important issue. It is important because it is an issue of safety. The reason we put those stripes on the road is because of safety. We are talking about safety not only of adults but of children. He can speak from experience, having six grandchildren that having those lines in the road help the younger cyclists stay within the lines. They can hold their line better if they know where they are supposed to ride. He has also previously watched them when they thought they owned the whole road, weaving back and forth. He thinks there is no question that the bicycle lanes provide additional safety. They also provide a way of identifying where cars travel and where the cyclists travel. He urged the City Council to adopt this. It is an issue of safety and is not necessarily an issue of popularity.

Carroll Gerbel began by saying that they had a store at 928 Orange in the early 1990s. Above that store was a young man who loved to ride his bike. One day he was out by the Village Theater and he was killed. That scares him. There weren't any bike paths or striping. A car door opened and he swerved and was hit by a big truck. Putting a bike lane in on Alameda or any other street just scares him. He has to back out onto Alameda and he is very careful and he looks for bicyclists

and hopefully he will never hit one. Hopefully no one backing out on Alameda will hit one. This whole concept just scares him for the City. He can argue both sides of the coin but the reasoning that he doesn't really approve of installing bike lanes on Alameda is it gives a bicyclist a false sense of security. There is only going to be this much room between a bicyclist and a car and that really scares him. He knows the Council has a tough job and will make the best decision.

Clyde Aarons thanked Mr. Maurer for an excellent presentation. He spoke in favor of the bike lanes. He lives on Olive Avenue and rides a bicycle. One of the reasons he and his wife love living here is because it is pedestrian and bicycle friendly. That is his mode of transportation. He never drives. He always rides his bicycle or walks. For safety sake, these bike lanes work. He rides on Glorietta all the time and he used to before they restriped it. He can't tell how many times he was almost hit before. The lane was too wide and there wasn't clear definition for where the bikes go and where the cars go. He would almost get hit even though he was hugging the curb by the golf course. It is much safer now. He is very much in favor of putting the bike lanes around the island wherever possible. He thinks it will make it safer. The results of the survey that was done clearly show support from the community about installing the bike lanes. That should be reason enough right there to approve it.

Nancy Warner referred to the prior meeting in February when the City Council wisely voted to include bicycle markings in the slurry seal project but as she understood it, it was only to the extent that those markings had been already included in the Bicycle Master Plan. Eight out of the 11 sets of markings that are now proposed are not included in the Master Plan so this is totally new territory. If we have a Master Plan, it should be followed. If changes are needed, it should be thoughtfully amended and not changed piecemeal whenever it is convenient. Doing it bit by bit risks turning it into a hodgepodge with the possibility of too many unintended consequences. It seems to her that staff is now proposing markings on every street that is being sealed and she didn't get that as being the intent of the last Council decision on this topic. She particularly questions the bike lane on Olive. It is a wide street with plenty of room for everyone, no reported accidents and no neighborhood speeding complaints that she is aware of. It is lightly traveled at generally slow speeds because of all the intersections. To put any markings on it, let alone the extent of striping that is recommended, seems to be a solution looking for a problem at this point. She is also concerned about over saturation. The City seems to be proposing that every street that is being sealed have markings on it. She feels when too many streets bear all the same markings, the markings become part of the background and tend to be ignored. She lives on H Avenue which is typically quiet and well shared as it is. Marking similar residential streets like I and J again seems to be a solution looking for a problem and can dilute the effectiveness of markings where they are more clearly helpful. As to the Tenth Street bike lane, the proposed markings are misleading. She would much prefer sharrows so that cyclists aren't given the false impression that it is safe to ride so close to parked cars in the door zone. If there must be a lane, it should be split to indicate a door zone buffer and clearly mark the area where it is actually safe to ride. When people talk about safety for our children, she cannot tell how many children she sees riding in the door zone oblivious to that danger. The way that we are marking our bike lanes endangers many cyclists rather than keeps them safer.

Larry Hofstetter thinks it is time to do the right thing for Coronado, our kids, our seniors, our residents, and our visitors. The visitor part is important as they do pay a big percentage of our budget when they come and stay in our City. He does fully support this agenda item. He appreciates the staff work. Our streets are open space and belong to all of us, not just for the

vehicle drivers or local residents, and we need to look out for our pedestrians, our cyclists and everybody. This is an important safety and also a traffic calming issue. You put bicycle lanes, sharrows, down and people know that there will be bicyclists, pedestrians and folks other than cars in our streets, as it should be. We must and will make our streets safer. When the time comes, he will fully support and advocate for bike lanes and reverse diagonal parking on Palm Avenue.

Robbins Kelly took the time to poll her neighbors when she learned that this was going to be an agenda item today. She was very startled to hear one of them say that they called the City and was told that there were no plans to stripe their street. She knows that in the original bike plan Olive Avenue is a bike route and not a bike lane. How did we go from being a bike route to now being a bike lane with stripes? The section of Olive that she lives on is very quiet. She had to laugh when 3,000 cars was mentioned. She is not sure we get 30 cars down their street in a day, let alone 300, much less 3,000. She feels it is very excessive to be doing that much striping on that section from Alameda to Tenth on Olive. She doesn't know how we went from a route to a lane. She is very much not in favor and has handed out letters that were signed by the residents of the 1000 block of Olive. Everyone she spoke to was not in favor of this.

Morgan Miller noted in the staff report that it didn't seem to take as much emphasis on people that don't actually live on the street in question. He also noted that he received the email yesterday. There could have been more input on that. He thinks the City has done a fantastic job and we are moving in the right direction. Glorietta Avenue is a great success and it is safer. He is an avid cyclist and will go just about anywhere but his family and kids feel often unsafe on a lot of the streets. He thinks this is helping them as several of the speakers have mentioned in a big way. Alameda is an issue. It is narrow. He thinks that the better places would be on Coronado Avenue where he knows that the residents didn't want it. Those back streets in the Country Club area are even safer and better. He thinks it would be a great idea for almost all of the streets to have a bike share because he would like to see a lot more bikes and a lot fewer cars on the island. Ocean Boulevard is a real opportunity. It is very dangerous with the cars and the people on the sidewalks. There really is very little room for the cyclists there. The back-in idea is fantastic. That is going to be a huge success. He likes it as both a driver and especially as a cyclist. He has been doored and he did not report it. He thinks a lot of people don't report that. It has made him leery ever since. It is especially challenging. Those front-in parking spots really scare him so he oftentimes finds himself in the middle of those streets unless a car is coming. Regardless of where the lines are drawn, he thinks they help but as a cyclist he is going to go wherever he thinks is safest whether that is a sidewalk or the middle of the street or wherever. He is just trying to stay away from cars. He thinks that it would be great to look at a bike opportunity on the bridge. The ferry is too expensive. He thinks we could get a lot more bicycle paths and pedestrians there. Finally, he is just a big fan of this alternative transportation. The cars are the real problem in the world.

Harold Meyers also knew Terry Tully who was run over by a truck in front of the Village Theater. His memory of the accident was different. It was not a car door that was opened, because there is no parking in front of the Village, but it was one of those tandem dirt trucks. When the first one went by he thought that was the end of the truck. It was a tragic accident which could have been prevented had we had a bicycle path up C Avenue. That is where he lives and we have a number of cyclists that rent bicycles from Holland's and at the Ferry Landing and they come up C because Orange is dangerous. He sees them weaving all over. It is a holiday mood, even for locals. He also is very familiar with the new bike lanes on Sixth. There it is controlled. The cars know exactly where they are supposed to go and the cyclists know where they are supposed to go. We

have got to bite the bullet. We have more traffic. We have to move more people and we have more cyclists. This means we have to control both the automobile and the cycle. This is a way of doing it. He fully supports the plan presented and encourages the City Council to pass it.

Jon Palmieri echoed a little bit of what Robbins Kelly said. He can't speak for anyone else and thinks everyone who lives on each street should comment about their own street because each one has unique characteristics to it. He is really concerned about the unintended consequences on Olive. If anyone has driven from D to Alameda on Olive at any time of the day, they have probably run into someone trying to cross on Eighth or Ninth Street and because of the unique angles and the parked cars, it becomes a very dangerous scenario. You have to stop, often very quickly. His concern, especially with the Class II bike lanes on a street like Olive is that they will give the bike riders an incorrect feeling of security and they are going to increase their speed down that street and be unaware of this traffic that often cuts across Olive without taking the proper time to look or even if they do look, as they nudge out and try to guess the speed of the oncoming cars, it often causes problems. He would again, relative to Olive, ask that the Council please give some consideration. There are a lot of school kids that drive down that street in the morning on their bicycles and a lot of people crossing that street. Before we go to striping that street for bicyclists, let's consider the cross traffic that causes a lot more dangerous behavior than bicyclists do. He applauds this effort as he is a cyclist himself. He thinks the City and this evolution of bicycle safety is a great thing and he applauds everyone involved. He is not opposed to it. He just thinks specifically to Olive we really need to give some consideration to that safety aspect of those cross streets and maybe do some studies or take some pictures or get some better sense of what we are going to run into when we give these bicycle riders a sense of security that is just not there when you cross those two streets.

Brad Gerbel has lived in Coronado for 30 years and has ridden a bike on these streets since he was 15 years old. He rode down to this meeting today on his bike on Tenth Street. He had no problems whatsoever. It is not a big deal riding on these streets without the bicycle lanes. If your car only has 1½ feet leeway on either side going down Alameda with the proposed bike lane, if a bike is in the left most part of the lane, that means cars cannot pass because there is the three foot rule now with bikes. We are creating a problem that isn't there in his opinion.

Lynn Scott pointed out that years ago she was on a mission to put a median down Olive Avenue because it is 40' of asphalt in the middle of Coronado, as is Palm. It seemed like such a wonderful and natural opportunity to beautify Coronado to put a median of grass and canopying trees down the middle of Olive. She doesn't know if the reason for the bike lane is that Olive is so wide and so it is just a magnet that we should do something like bike lanes. If you can imagine driving down Alameda and looking down Olive at stripes down that 40' of asphalt or to look down and to see a corridor of California Sycamores canopying over the street wouldn't that be a beautiful improvement in Coronado? It just seems like an opportunity. Our yards are disappearing because the houses are getting bigger and bigger. It is a garden spot that we could do down Olive. We all love Margarita because of the pine trees and the olive trees are great but it is 40' of asphalt. Do we need to have that down the middle of Coronado? When it was built it was intended for carriages to turn. What a great opportunity now if we wanted to put canopying trees like they have in Davis or Sacramento or Chico. It is beautiful. It is striking. It seems to her an opportunity in Coronado with a little imagination. She thinks the bike lanes are great in other places but Olive would be perfect for canopying trees in a median.

Mayor Tanaka focused on page 396 of the staff report. It shows Table 1 and lists what the Bicycle Master Plan would propose in terms of whether or not the suggestion is something that the Bicycle Master Plan proposed or did not propose. It also lists the public opinion data, the estimated costs and the staff recommendation. In general, where the Bicycle Master Plan did not propose something, he generally was opposed to it himself. That particularly means the shared lane markings for I, J, Orange, Second and Fifth. At this point, he does not think they are necessary. The logic that he understands staff came up with is that we are paving those streets, why not put them in and maybe they will help. He agrees with Ms. Warner on her comment that if we put sharrows in everywhere that dilutes their effectiveness. The whole point of a master plan is to say what the main routes are that we want people to use and then how does our signage and how does our policy help support that master plan. He needs more convincing that sharrows on every street we are repaving this year are part of a larger plan and that they help. He is not a big fan of sharrows. He is willing to support the staff recommendation for Alameda. He thinks that it connects where we have existing bicycle lanes and creates a certain logic.

One of the main points he wants to make today is where we have bicycle lanes, he thinks they are working. He does not receive a number of phone calls or emails about how terrible the bicycle lane is on Sixth Street. He does not receive a bunch of comments about how terrible the bicycle lane is on Glorietta or First. He just doesn't receive those comments. The only places where he receives comments about how terrible bicycle lanes are is for these areas where they are proposed. He understands and respects that and factors that into his decision making but he is not entirely convinced by that logic that just because a certain number of people are afraid of backing out of their driveway that means that we shouldn't put a bicycle lane in. Whether there is a bicycle lane or not, there are bicyclists going down those streets and he does agree with the speaker who said that where we have put in those markings, particularly on Sixth Street, they have helped create some clarity about where one person should be and where the other should be. He also thinks it is important to take into consideration how wide the various streets are. He takes Glorietta on his bicycle a lot. He agrees with the comment that before those lanes went in he felt he was in more danger than you are now with the lanes in. He believes cars have a better understanding of where they are supposed to be on such a wide street like Glorietta. He thinks it is obvious to where bicyclists should be. The thing that is unique about the Glorietta bicycle lane is that it has a little bit of a buffer zone. There is added space between the bicycle lane and the cars. Sixth Street is an example of where there isn't a buffer zone. He thinks there may be some merit to the argument that Tenth Street isn't as wide and may not benefit from a bicycle lane. He is willing to support a bicycle lane on Alameda, not on Tenth Street, on Olive because it is so wide that it can actually support the markings and pointed out that he receives a lot of complaints about Olive and people being confused about the intersections. Additional markings will lend some clarity about where cars should be. He is willing to listen to more. He also thinks that he could support a buffered bicycle lane like the one on Glorietta that has a little bit more safety to it.

Councilmember Woiwode commented that one of the concerns about referencing the Bicycle Master Plan is that we gutted the Bicycle Master Plan. We built that plan with the idea that we would use bike lanes and sharrows to create a scenic loop. This Council decided that it didn't want that scenic loop. We didn't want to use Ocean Boulevard and we didn't want to use Coronado. The reason we took that action is because people felt like it was attracting bicycles to their neighborhood and they didn't want additional bicycles in their neighborhood. Then we talked about doing this in the context of the street paving system overall because why, if it is a safety issue and it helps cyclists and car safety on one street, why would that not be the case on other

streets? Then we said we don't want to do that if the neighborhood opposes. The Balkanization kind of approach to putting in bike lanes and sharrows makes it pretty difficult to create a network. It also makes it pretty difficult to refer back to the Bicycle Master Plan as some kind of a template that should be followed if we have undercut the basic principle on which it recommended these things which was the scenic loop. If instead we look at this holistically, as staff is attempting to do, and say what is appropriate for all of the streets as they come up for resurfacing, then you wind up with a different outcome and you wind up with recommendations that are based on those specific streets without the idea of targeting neighborhoods. He thinks that the idea of putting in bike lanes is going to attract additional cyclists to Coronado and we will be overrun and therefore it is a bad thing – that might be true with a Class I separated bike path as the Bayshore Bikeway is. It certainly does attract riders from outside Coronado. We have to accept that bike traffic in the City is growing and there is nothing we can do to stop that from happening. Not putting in bike lanes, not putting in sharrows will simply not influence that outcome. Since it is here, since it is coming, since the tsunami continues to grow, it makes a lot more sense to him to manage it then to say 'not on my street.' He is in favor of all of the streets that are recommended here.

He would take issue with the suggestion that Mayor Tanaka does not like Tenth because it seems kind of narrow. It is the same width as Sixth. It is 48' wide. A bike lane will work the same on Tenth as it does on Sixth. The only difference is that there are fewer stop signs on Tenth and it is more desirable as a bicyclist to go on Tenth. He took the really extreme case of Orange Avenue. He can ride his bike on Orange Avenue. The law allows it. He does it. Others who are here do it. He is not a speed demon. He is mostly a leisure cyclist and a commuter. If he is going from his house to here or here to his house, he will go on Orange Avenue. He really would like to have sharrows on that road so that the cars that are backing up behind him understand that he is authorized to be on that road. Occasionally he will stop and talk to one of them and make sure that they understand that he is authorized to be on that road. This idea that we should only put markings on streets that are not heavily traveled is absolutely the wrong direction. We should be putting markings on the streets that are heavily travelled because it is a safety issue. There was a comment about in one section of town bikes ought to be on the sidewalks. He has a very lengthy email from someone that lives in that part of town who is very upset about bikes on the sidewalk. He agrees with the resident. If we don't manage this traffic, we are failing in the fundamental goals that we set in the wake of the tunnel vote when we asked what transportation means in Coronado. It means traffic calming and better pedestrian and bike ability. Any time we are deferring to automobiles in saying that there are too many cars and it is too dangerous that is exactly the wrong thing to do. You cede the road to the cars and the cars go faster and the speed limit goes up. We have seen that. You want people to use the roads. The busier the road the more you want people to use it. We are not going to substitute as parents if parents don't want their kids on certain streets. He expects parents to tell their kids that. He does not expect the City to tell them that. He is in favor of all of the recommendations that staff has come with here.

Mayor Tanaka's comment about Olive Avenue is really important. Many times he has been on Eighth or Ninth trying to cross Olive and one of the problems with that is that the cars are nowhere near the center line. The bike lanes that are proposed here narrow the vehicle lane to ten feet which is what was done on Glorietta and on Sixth Street. That is huge. That is one of the reasons the traffic is so much slower on Glorietta than it was before and it also frankly gives the cars better confidence that they can meet oncoming traffic at the same time they are passing a bike because they can see it laid out in front of them. He can't see a downside to anything that is recommended here. He believes that the fundamental opposition stems from people who fear that there is going

to be additional traffic as a result of these steps. He thinks most of the statements referencing safety are perhaps naïve. He has ridden all of these streets and does it regularly in all capacities. When one talks about something like Alameda, Ocean Boulevard, Tenth Street being busy – ride streets in any of the neighboring jurisdictions and tell him that ours aren't really calm by comparison. He thinks we have maybe a standard that it is okay to have bikes on streets that don't have any traffic but we are scared if we put them on streets that do have traffic. He is trying to make the point that this defeats the purpose of the whole process. He is supportive of the staff recommendation.

Councilmember Sandke is not sure he could articulate anything nearly as well as his learned colleague. He has been a Council watcher since R.H. Dorman was Mayor and he can't ever remember the word 'progressive' being uttered in this room. He, too, shares Mr. Woiwode's excitement with this proposal. Every time the word safety is brought up, it is brought up that safety won't be promoted and safety will be promoted. We have an awful lot of research and some true real Coronado evidence over on Glorietta Boulevard of safety being improved. He thinks encouraging out-of-towners to become more attentive to how they use their bicycles as they move around town is a good idea. He concurs with some of the comments from the audience from before the meeting began that there should be better education for people renting bicycles and that is incumbent on the people renting out those bicycles. Maps and better instruction is to be encouraged. He thinks to say that encouraging bicycle use is a problem inherent in our actions should we take them today is the wrong way to look at it. Encouraging bicycle use is a good thing. Many of the comments that came in about safety or perceived safety might stem back to some aesthetics as well. This illusion of safety that is alluded to he does not believe in. He does concur that there are some issues at some of the intersections. Alameda and Ocean is going to need some pretty specific treatment. He discussed the importance of how the bike lanes will work out at Tenth and Orange, particularly in light of the new traffic alignment at that intersection with staff. Coronado can be a circus on occasion. These bicycle lines help create some rings. That is a good thing. He is sympathetic to the Gerbel family and different visions of what these lanes will mean to Alameda and the folks on Olive. Everyone deserves to stand up for their neighborhood and say what they feel. This is the first time he has had to face an issue where he has friends and other folks who supported him and he may not agree with their opinion on this. He received email that ran 9-4 against the City moving forward on this. He thinks Mr. Hofstetter summed it up for the City to do the right thing here. As Mr. Myers said we need to bite the bullet here. He doesn't think it is a bullet though. He thinks it is taking advantage of research scientifically proven through traffic and engineering studies as well as what we have seen with our own eyes on Glorietta. We have an opportunity to do something here for our residents and he supports the staff recommendation, including the additions because the Bicycle Master Plan is not exactly what the Bicycle Master Plan was when it began. He could move forward with the staff recommendation as it is but he is open to hear what his colleagues have to say.

Mayor Tanaka thinks that Mr. Woiwode and Mr. Sandke have swayed him to take a chance on the staff recommendation.

Mr. Sandke thinks the back-in diagonal parking is a real tough sell for him. If someone whose opinion he respects from across the bridge hadn't shared with him some recent experience that she has herself with this and that being a positive experience, he would not look to include it in the recommendations today. He has very little experience with it. It is a big curve ball for a lot of us here in town. It will take some getting used to but so did the lines on Glorietta.

Councilmember Downey commented that right now bicycles are allowed to be on any street in Coronado. This came to us as part of our seven-year slurry process that puts new slurry on every street in Coronado. Sometimes Councilmembers have to recuse themselves because of conflicts of interest. Sometimes there is a concern that when you spend money you can't vote to spend it on your street because there may be some benefit. She put into the record that in this case she has determined that there isn't any conflict of interest for them because the program that puts the slurry on the street is a seven-year schedule and every street is going to get new slurry. Because the bicycles can be on every street in Coronado, we are not conveying any rights or taking away any rights by this vote today. It is only paint. No matter what we do or how we vote here all we are doing is painting or not painting.

She confirmed three things. The reason she likes putting the marking on every street is because it is clarity. One of the things that frustrates her so much is because all the good people in Coronado always want to do the right thing but sometimes they just don't know what that is. To her, marking the streets telling the bikes where we want them to be and telling the cars where we want them to stay so the bike can be over there is the clarity that she likes. She drives every day on Alameda to Tenth to her office and then when she goes to pick up her kids she is driving up on Sixth to H. She knows the difference between a bike lane on Sixth and how the children behave with a bike lane and on Tenth where they misbehave constantly. The one thing that she likes about this is, yes, it helps the driver stay within their designated lane, but it gets the kids to stop riding in packs all over the street. To a child, on Sixth, they ride in the lane. If for that reason alone she think it is teaching them the right behavior so that in other areas, even if it is not marked, they are beginning to realize that this is where they need to be. She thinks it is a mindset these lanes help create and she disagrees that putting them on every street defeats it. All of the traffic markings we have all over Coronado are the same on every other street. That is how we learn to drive. She likes to think consistency is good with kids and maybe older people as well. She doesn't know and she hasn't seen any evidence that having bike lanes encourages more people to come but they do encourage people to follow the rules. If we can't stem that tide or if we can't do anything about it, at least if they are following the rules we are better off but she can say that there are at least 500 bikes parked among all the bike corrals in all our schools. If even only 500 bikes on the street every day are following the rules that is 500 more than she can guarantee are following them now. She thinks it is a good idea. With respect to the diagonal parking, she shares Mr. Sandke's concern and fought vigorously changing the D Avenue diagonal parking to back-in because she thought the brand new drivers in the high school need time to learn how to do that and so she does like this idea that Olive is a perfect place to try this. She spoke to several people that have experience with the back-in diagonal parking also, including her husband, and he says that it is better for everyone, including that loading and unloading of the trunk. She will support trying it on Olive as an experiment. She might be able to be convinced to move on other streets but she'd like some empirical evidence that it is actually going to work.

Councilmember Bailey referred back to a previous Council discussion where the Council was considering whether to adopt the Bicycle Master Plan markings along with our street maintenance program. The Council decided not to. The Council decided to give the residents an opportunity to be notified and come and share either their support or opposition for those markings. He thinks we have heard overwhelmingly that the residents on those streets would prefer to not see these markings implemented as they are currently proposed. The people on Olive and Alameda have reported that. If we are going to go in a different direction now, perhaps the Council should revisit that prior staff direction and say to adopt markings on all the streets in accordance with our

maintenance plan. He shares Mayor Tanaka's original sentiment about the sharrow lane markings on I, J, Second and Fifth. He thinks they are a solution in search of a problem. On those particular streets they are not highly trafficked. That is where he goes to ride his bike on a leisurely outing and he goes on those streets because they are not highly trafficked. What he hears from residents on those streets is that it takes away from the aesthetics of the village atmosphere. He gets the other side as well. He can completely understand the feeling of safety and does enjoy riding down Glorietta because he does like that it identifies where the cars should be, however, when he is riding his bike on Glorietta he is as far away from the cars as he can be. Whether or not we add markings down Alameda he is still not going to ride his bike down Alameda because he thinks it is safer to ride it down J. Markings won't change his personal preference for where he rides his bike.

Mayor Tanaka thinks Mr. Bailey makes a good point in that the markings are not going to necessarily change people's habits of what streets they use or what they perceive as safe or unsafe. He thinks the compelling argument is that people are already using these streets and we have seen some before and after and Sixth Street is a good test model that has helped change behavior for the better. The compelling argument, from a public policy standpoint, is that this will create more order for our streets. He is not a big fan of the sharrow; he does think that from a public policy point of view if we are trying to remind people that every road is open to bicycles and that is why we are putting them down he can support it for that reason. When we took some of the elements of the Master Plan out in response to that public pressure, we did take away from the clarity of what we were trying to accomplish Citywide. He is willing to backtrack on that a little bit because where we have put in bicycle lanes they are working. He doesn't see a lot of backlash against them and he doesn't feel like they aren't working the way the City anticipated. He is willing to take a chance now, particularly on Alameda that he wasn't willing to take a year ago because he thinks that the existing bike lanes are proving that what staff said would happen is more likely to happen.

Ms. Downey agrees completely with the people on Olive that said they are concerned with the way Eighth and Ninth cross. Is it possible that the City could ask the TOC if a yield sign might help there but that is not what we are talking about today?

Mayor Tanaka doesn't think anything the Council is doing today would preclude staff from continuing to look at the safe exchange of those intersections with cars and bikes.

Mr. Bailey asked if Mayor Tanaka would be willing to reconsider putting a bike lane down in the Country Club area.

Mayor Tanaka would prefer that as the City starts resurfacing certain streets we will revisit the bicycle markings. When it is time for Coronado Avenue to be resurfaced, he thinks the precedent the Council has set is that is the point for reconsideration of that. He doesn't think the City should resurface streets out of order just to bring up that. He will have to make that decision when it comes.

Mr. Bailey brings that up because one of the notes he jotted down is that the Bicycle Master Plan is turning into hodgepodge and he appreciates what the original intention of it was. It was very clear. Some of us may have disagreed with the conclusions that were reached and the markings and where they were supposed to go but he appreciates that there was a clearly defined goal. Now

that doesn't seem to be the case. If we are going to change up this bike master plan, he would like to see it have a clearly defined goal and maybe that goal is the original goal and maybe that is what the City should be going for. If the Council direction is seeming to change right now and we don't necessarily want to take into account to the same degree we used to public sentiment on those streets, maybe we can revisit that.

Mayor Tanaka commented that the Council can only take into account what is in front of it. We can't really expand, to a great extent, what is in front of us. He supports what is in front of us because it reestablishes the loop that we talked about. The basic logic of the Bicycle Master Plan was to create a loop around the City and to establish those lanes to support that. We already have it on First Street. We already have it on Glorietta. We already have the connector under the bridge, down Second and down First. What we are doing today, more or less, closes most of the loop. Mr. Bailey is right in that it isn't 100% closed. He is right that we haven't completely fixed the error in logic that we created when we sort of took out some of the elements but he is happy to support what is before the Council because it starts to reestablish some of that logic that the Council took away which goes to Mr. Woiwode's point.

Mr. Woiwode pointed out that the Bicycle Master Plan is something that is to be reviewed and updated periodically. That would be an appropriate thing to do.

MSC (Woiwode/Downey) moved that the City Council authorize staff to advertise the FY 14-15 Street Preventive Maintenance project for bid, including installation of the bicycle-related pavement markings included in the City's Bicycle Master Plan for Tenth Street and Alameda Boulevard, as well as the shared-lane markings on I Avenue, J Avenue, Fifth Street, Second Street (between Alameda and Orange), and Orange Avenue (between First and Third). Additionally, install a buffered Class 2 bike lane on Olive Avenue and convert the existing front-in diagonal parking on Olive Avenue to back-in diagonal parking.

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

11c. Review Proposed Rate Adjustments for Solid Waste and Recycling and Set a Public Hearing. Under Consent, the City Council reviewed the proposed rate adjustments for solid waste and recycling and scheduled a public hearing for June 16, 2015.

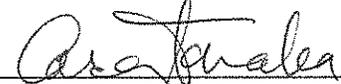
11d. Information Report on Changes in CalPERS Funding Methodologies and Consideration of Options to Reduce the Unfunded Liability for the City's Safety Retirement Plan. This item was postponed to the next meeting.

12. CITY ATTORNEY: No report.

13. COMMUNICATIONS - WRITTEN: None.

14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:24 p.m.

Approved: May 5, 2015



Casey Tanaka, Mayor
City of Coronado

Attest:



Mary L. Clifford
City Clerk