A G E N D A

CITY OF CORONADO CITY COUNCIL/ THE CITY OF CORONADO ACTING AS THE SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT AGENCY OF THE CITY OF CORONADO

Tuesday, October 6, 2015

Coronado City Hall Council Chamber
1825 Strand Way
Coronado, California 92118

CLOSED SESSION SPECIAL MEETING – 3:30 P.M.
REGULAR MEETING – 4 P.M.

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance to participate in a City meeting or other services offered by this City, please contact the City Clerk's office, (619) 522-7320. Assisted listening devices are available at this meeting. Ask the City Clerk if you desire to use this device. Upon request, the agenda and documents in the agenda packet can be made available in appropriate alternative formats to persons with a disability. Notification of at least 48 hours prior to the meeting or time when services are needed will assist the City staff in assuring that reasonable arrangements can be made to provide accessibility to the meeting or service.

CALL TO ORDER / ROLL CALL

ANNOUNCEMENT OF CLOSED SESSION

1. 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 ORGANIZATION: American Federation of State, County, and Municipal Employees (AFSCME), Local 127

2. <u>COMMUNICATIONS - ORAL</u>: Each person wishing to speak before the City Council on only matters listed on this agenda shall approach the City Council, give their name, and limit their presentation to 3 minutes.

ADJOURN TO CLOSED SESSION

RECONVENE AND ANNOUNCE ACTION

AS A COURTESY TO OTHERS, PLEASE SILENCE CELL PHONES

REGULAR MEETING (SA items are denoted by an *.) – 4 P.M.

1. CALL TO ORDER / ROLL CALL.

2. INVOCATION AND PLEDGE OF ALLEGIANCE.

*3. MINUTES OF CITY COUNCIL/SUCCESSOR AGENCY: Approval of the minutes of the Regular meeting of September 15, 2015.

4. CEREMONIAL PRESENTATIONS:
   a. Proclamation: Coronado Lions Club White Cane Days. (Pg 1)
   b. Proclamation: Rideshare Month 2015. (Pg 5)

5. CONSENT CALENDAR: All items listed under this section are considered to be routine and will be acted upon with one motion. There will be no separate discussion of these items unless a member of the City Council or the public so requests, in which event, the item will be considered separately in its normal sequence.

   a. Approval of Reading by Title and Waiver of Reading in Full of Ordinances on this Agenda. (Pg 9)
   Recommendation: Approve the reading by title and waive the reading in full of all Ordinances on the agenda.

   *b. Review and Approve that the Warrants, as Certified by the City/Agency Treasurer, are all Correct, Just, and Conform to the Approved Budget for FY 2015-2016. (Pg 11)
   Recommendation: Approve the Warrants as certified by the City/Agency Treasurer.

   c. Acceptance of Street, Curb and Gutter Improvements Project (D Avenue and Third Street) and Direction to the City Clerk to File a Notice of Completion. (Pg 79)
   Recommendation: Accept the Street, Curb, and Gutter Improvements project and direct the City Clerk to file a Notice of Completion.

   d. Consideration of an Encroachment Permit Regarding Private Improvements within the Public Right-of-Way Adjacent to 1718 Monterey Avenue. (Pg 81)
   Recommendation: Approve the encroachment permit, subject to additional conditions, and require that the applicant pay twice the typical fee in accordance with Municipal Code Section 52.10.110(D).

e. Adoption of an Ordinance Amending Title 70, Building and Construction, of the City of Coronado Municipal Code to Add Chapter 70.35, Small Rooftop Solar Energy Systems. (Pg 91)
Recommendation: Adopt "An Ordinance of the City Council of the City of Coronado, California, Amending Title 70, Building and Construction, of the City of Coronado Municipal Code by Adding Chapter 70.35, Small Residential Rooftop Solar Energy Systems."

f. Acceptance of 44 Trauma Kits Valued at $3,253 from the San Diego County Law Enforcement Foundation. (Pg 97)
Recommendation: Authorize the Police Department to accept the equipment.

g. Acceptance of California Board of State and Community Corrections (BSCC) Police Grant Funds in the Amount of $5,462 and Authorize the Acceptance of Additional Grants Funds from the BSCC through Fiscal Year 2019-20. (Pg 99)
Recommendation: Accept and appropriate grant funds received from the Board of State and Community Corrections (BSCC) through Fiscal Year 2019-20, a five-year period.

h. Adoption of a Resolution Authorizing the City Manager to Execute a Successor Memorandum of Understanding Between the City of Coronado and the Association of Federal, State, County, and Municipal Employees (AFSCME) Local 127 for Fiscal Years 2015-16 Through 2017-18. (Pg 101)
Recommendation: Adopt "A Resolution of the City Council of the City of Coronado Authorizing the City Manager to Execute a Memorandum of Understanding Between the City of Coronado and the Association of Federal, State, County, and Municipal Employees (AFSCME) Local 127 for Fiscal Years 2015-16 through 2017-18, Approving Two Side Letter Agreements to Review Certain Classifications, and Approving Corresponding Changes to the Personnel Authorization and Compensation Plan."

i. Authorization for the City Manager to Execute a Purchase Agreement for an Amount Not to Exceed $750,000 Through a Cooperative Purchasing Program for a 2016 Pierce Triple Combination Pumper Fire Apparatus and Approve $150,000 from the Vehicle and Equipment Replacement Fund to Fully Outfit the Apparatus. (Pg 133)
Recommendation: Authorize the City Manager to execute the purchase agreement for an amount not to exceed $750,000 from the FY 2015-16 Vehicle and Equipment Replacement (VER) Fund 135 for a 2016 Pierce Triple Combination Pumper Fire Apparatus and approve $150,000 from the VER Fund to fully outfit the new apparatus.

j. Award of a Contract for Restoration of the Ferry Landing Ticket Booth to San Diego Construction Company, Inc., in the Amount of $68,176 and Authorize the City Manager to Execute the Contract. (Pg 147)
Recommendation: Authorize the City Manager to execute a contract with San Diego Construction Company, Inc., in the amount of $68,176, for the restoration of the Ferry Landing Ticket Booth.

6. COMMUNICATIONS - ORAL: Each person wishing to speak before the City Council on any matter shall approach the City Council, give their name, and limit their presentation to 3 minutes. State law generally precludes the City Council from discussing or acting upon any topic initially presented during oral communication. (ORAL COMMUNICATIONS WILL BE LIMITED TO A TOTAL OF 10 MINUTES; ANY FURTHER COMMUNICATIONS WILL BE HEARD PRIOR TO THE MEETING ADJOURNMENT)

7. CITY MANAGER/EXECUTIVE DIRECTOR:
   a. Update on Council Directed Actions and Citizen Inquiries. (Informational Item)

8. PUBLIC HEARINGS:
   a. Public Hearing: Consideration of an Application for a Historic Resource Preservation (Mills Act) Agreement for the Property Addressed as 815 Alameda Boulevard (HP 2015-01 City of Coronado) and Provide Direction to Staff Regarding Annual Prioritization of New Mills Act Agreement Applications. (Pg 149)
   Recommendation: Approve a Mills Act Agreement for 815 Alameda Boulevard; and provide direction to staff regarding annual prioritization of new Mills Act Agreement applications.

9. ADMINISTRATIVE HEARINGS: None.

10. COMMISSION AND COMMITTEE REPORTS: None.

11. CITY COUNCIL:
   a. Council Reports on Inter-Agency Committee and Board Assignments. (Questions allowed to clarify but no responses, discussion or action.) (Pg 183)

ITEM 11b - TIME CERTAIN: 5 p.m.

   b. Receive Report on the Potential Range of Improvements to State Route 75/282 (Third and Fourth Streets) and Provide Direction to Staff. (Pg 187)

   Coronado Transportation Commission (CTC) Recommendation: The CTC voted 7-0 in favor to take any actions necessary to proceed with preliminary engineering, including analysis to identify solutions that will limit diversion of traffic to existing levels from the major/minor arterials on to collector/local streets, for projects contained in Group Priority 1 and Group Priority 2 as contained in their Working Group report.

   Staff Recommendation: Receive the report and provide direction to staff on whether to commence further evaluation of any or all of the improvements recommended in the Fehr and Peers Study.

c. Consideration of Appointment to Fill One Vacancy on the Street Tree Committee. (Pg 241)
Recommendation: Appoint one individual to serve a three-year term to expire October 31, 2018.

d. Consideration of Appointment to Fill Two Vacancies on the Parks and Recreation Commission. (Pg 249)
Recommendation: Appoint two individuals to serve out the remainder of two current terms, both of which expire January 31, 2017.

e. Receive 2015 Asset Management Plan and Consider Formalizing the City's Strategy and Criteria for a Facilities Replacement Fund. (Pg 263)
Recommendation: (1) Receive 2015 Asset Management Plan; (2) affirm the City Council's December 6, 2011, direction that $8.6 million of future Community Development Agency (CDA) Loan Repayments be allocated to the Facilities Replacement/Refurbishment Fund 136; (3) confirm Fund 136 will remain a perpetual component of the City's annual budget; (4) direct staff to develop an index-based formula for annual General Fund contributions to the Facilities Replacement Fund; and (5) direct staff to develop and present specific criteria for expensing funds from the Facilities Replacement Fund.

f. Receive Report and Provide Direction in Response to the Request to Install Left Turn Restrictions on A, B, and C Avenues, and Expand the Hours for Left Turns onto the 300 Block Alleys of A, B, and C Avenues. (Pg 267)
Recommendation: Receive the report and provide staff with direction as may be needed.

12. CITY ATTORNEY: No report.

13. COMMUNICATIONS - WRITTEN:
    a. Consideration of Request from Councilmember Downey that City Staff be Directed to Agendize a Discussion that the City Expand the Summer Shuttle Bus Service Year Round. (Pg 283)

14. ADJOURNMENT

A COPY OF THE AGENDA WITH THE BACKGROUND MATERIAL IS AVAILABLE FOR PUBLIC INSPECTION IN THE OFFICE OF THE CITY CLERK AT CITY HALL, AT THE PUBLIC LIBRARY OR ON OUR WEBSITE AT
www.coronado.ca.us

Writings and documents regarding an agenda item on an open session meeting, received after official posting and distributed to the Council for consideration, will be made available for public viewing at the City Clerk's Office at City Hall, 1825 Strand Way, during normal business hours. Materials submitted for consideration should be forwarded to the City Clerk's Office at cityclerk@coronado.ca.us.

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MINUTES OF A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF CORONADO/ THE CITY OF CORONADO ACTING AS THE SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT AGENCY OF THE CITY OF CORONADO

Coronado City Hall
1825 Strand Way
Coronado, CA 92118
Tuesday, September 15, 2015

DRAFT

CALL TO ORDER / ROLL CALL

Attendance was taken at 3:30 p.m. A Quorum of members was present to conduct a meeting by the following results:

Present:	(4)	Bill Sandke; Casey Tanaka; Carrie Downey; Richard Bailey
Absent:	(1)	Mike Woiwode

ANNOUNCEMENT OF CLOSED SESSION

1. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – INITIATION OF LITIGATION**
   Pursuant to Government Code Section 54956.9(d)(4)
   One (1) Potential case(s).

2. **COMMUNICATIONS – ORAL:** None.

The meeting adjourned to Closed Session at 3:31 p.m.

The meeting reconvened at 3:33 p.m. Mayor Tanaka announced that direction was given to staff.

Mayor Tanaka called the regular meeting to order at 4 pm.

1. ROLL CALL:

Present: Councilmembers/Agency Members Bailey, Downey, Sandke and Mayor Tanaka

Absent: Councilmember Woiwode

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 September 1, 2015.

MSUC **(Bailey/Downey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of September 1, 2015, as submitted. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.**

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

4. CEREMONIAL PRESENTATIONS:

4a. Proclamation; Fire Prevention Week. Mayor Tanaka presented the proclamation to Fire Chief Mike Blood, Police Chief Jon Froomin and announced the annual Public Safety Open House on October 4.

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

MSUC **(Downey/Sandke) moved that the City Council approve the Consent Calendar Items 5a through 5c with the addition of Item 11b – Consideration of Appointment to Fill One Vacancy on the Cultural Arts Commission.**

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

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 Budget for FY 2014-2015. The City Council approved payment of City warrant Nos. 10108799 thru 10109040 and City of Coronado Acting as the Successor Agency to the Community Development Agency of the City of Coronado warrant Nos. 90005584. **The City Council approved the warrants as certified by the City/Agency Treasurer.**

5c. Introduction of an Ordinance Amending Title 70, Building and Construction, of the City of Coronado Municipal Code to Add Chapter 70.35, Small Rooftop Solar Energy Systems. The City Council introduced AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, AMENDING TITLE 70, BUILDING AND CONSTRUCTION, OF THE CITY OF CORONADO MUNICIPAL CODE BY ADDING CHAPTER 70.35, SMALL RESIDENTIAL ROOFTOP SOLAR ENERGY SYSTEMS. The Ordinance was read by title, the reading in its entirety unanimously waived and placed by the City Council on FIRST READING.

6. ORAL COMMUNICATIONS:

a. **Robbins Kelly** thanked the Council and the CC125 Committee for the fabulous concert at the Golf Course and thanked the whole community for its support of the MainStreet Garden Party.
b. **Councilmember Downey** mentioned at the last Council meeting that people can go directly to the City website for agendas or minutes and provided the link for the public: http://www.coronado.ca.us/egov/apps/egov/connect.egov. That link will take you to a place where you can say if you want minutes or agendas or whatever you want to come directly to you by email. People asked when the next Woman's Club shredding event is and it is this Saturday from 9 a.m. to 12 p.m. in the parking lot behind Union Bank. Electronic shredding is also available. The Lion's Club is having its dinner auction theater celebration this Friday.

7. CITY MANAGER/EXECUTIVE DIRECTOR:

7a. Update on Council Directed Actions and Citizen Inquiries. City Manager Blair King commented on the rain earlier in the day and the storm drain "first flush." The high intensity portion of the rain event occurred at high tide and consequently the water backed up at some streets where typically we would want to see the water drain out. Also, in many of our storm drain systems, we do divert the water during the dry season to the sanitary sewer. They are designed to handle storm water. When we have a rain event. storm water goes through those pipes. One could put pure potable water through those pipes and there is still going to be some scouring of the pipes and additional materials can be collected. Generally, things worked well. The pumps worked. We are preparing for a wetter than normal year.

8. PUBLIC HEARINGS: None.

9. ADMINISTRATIVE HEARINGS: None.

10. COMMISSION AND COMMITTEE REPORTS:

10a. Report from the Port Commissioner Concerning Port Activities. Port Commissioner Garry Bonelli reported that on September 8 his fellow commissioners voted unanimously to adopt the findings of Coronado's mitigated negative declaration for the extension of Dock C and the improvements to the Glorietta Bay boat launch facility. They also approved the Port Master Plan amendment to be filed with the California Coastal Commission to support that work. The Port believes that the Coastal Commission will certify the Master Plan amendment in early 2016. The Port should be able to issue the City a Coastal Development Permit by next spring that will enable the City to start work, hopefully by this time next year, on the dock and the boat launch ramp. He asked about the vacant pad next to Il Fornaio. His staff spoke with Mr. Palermo at Flagship Ferry Landing. The Japanese restaurant that was slated to go there has pulled out. As a result, staff negotiated with Mr. Palermo who has retained an architect to design a shell building that could be leased to one or two separate tenants. As initially designed, the building will be a total of about 7,500 square feet inside and another 4,000 square feet outside seating. They expect the plans for the building to be submitted to the Port by the end of this month. The Port received the Coronado Cays Yacht Club's application for its redevelopment. Staff is currently reviewing the application and comments will be back to the Yacht Club within 30 days of receipt. The Yacht Club leadership is working in close coordination with Port staff for new building and a lease extension beyond the current five-year lease they have. Admiral Bonelli went to the Cays and looked around North Grand Caribe Island. He is told by staff that the tenant will be processing permits for boat storage through the City. There may be a requirement by Coronado to upgrade the access point to the boat storage yard to accommodate fire trucks. The tenant needs to amend the project application with the Port to include this enhanced access point for the fire trucks to get permits from the City.

Susan Andersen heard recently that the City of Chula Vista is in the process of developing its bay front and that they were thinking of building a ferry from Chula Vista to Coronado. Does the Port Commissioner know anything about this?

Admiral Bonelli responded that Chula Vista and the Port are actively pursuing development of about 535 acres of their bay front. If that comes to fruition, one of the things they are doing with the long range planning process is based on people telling them they want a lot more access to the Bay. One of the things that Port staff and the commissioners are looking at is a lot more ferry or taxi type service on the water and in and around the Bay. If that bay front is developed to the full extent the Port thinks it will be, they think it provides an opportunity for getting ferries and water taxis in and out of that area.

10b. Report from San Diego County South Area Cities' Representative to the San Diego Regional Airport Authority. Former Imperial Beach Mayor Jim Janney reported that there is a lot going on at the airport considering that the County has decided that is going to be its airport. Operations are up over the last year and so far is tracking almost 7%. There is good information out there that British Airways will increase the size of its aircraft and add some more seats for its flights to London. The very large structure along Pacific Highway is called the Rental Car Center. It is due to be open next year. It will help the airport but it also gets a lot of traffic off of Harbor

Drive. They are still looking for a tenant to open a restaurant at that location. The California Coastal Commission once again approved the airport parking structure for Terminal 2. This will add a lot more convenience for folks using Terminal 2. The airport is working on a development plan to try to help Terminal 1 and Terminal 2 East, the older portion of Terminal 2. They are just starting that process and are hoping to bring it to the Board in October for input. He spoke about the ALUCP for NOLF IB. They met at the Cays for Coronado. They met again in June or July in Imperial Beach; they briefed the Imperial Beach mayor. Hopefully, they are going to try to bring that portion to the Board in October or November of this year and move that one along. It is not as contentious as the one that affects Coronado. They will be meeting with City staff next week to go through the process. There will be a lot of public meetings that need to take place. The airport is committed to making sure it will hear as much as possible. The small one for Imperial Beach took three or four years. He anticipates the one for North Island will take a little longer. The Chair believes we need to do a lot of outreach for this and has committed funding for it. They will do a full EIR for this.

Councilmember Downey thinks the signage for the cell phone lot makes it a lot easier. She commented that there are not enough places to charge phones and computers in Terminal 1. Perhaps that can be looked at as part of the work to be done.

Mayor Janney commented that they have heard a lot about the need for other improved signage and they will be working on it.

Councilmember Sandke pointed out that one of the things he saw in the SANDAG Transportation budget was some money to link the trolley to the airport and to take advantage of the shuttle bus service that will operate from the terminals to the new rental car facility. He commended the Authority for moving forward with that particular project. He asked if anything has come to Mayor Janney to talk about a water taxi link.

Mayor Janney just heard the Port Commissioner and thinks the Port will be way out ahead of that and he thinks the airport would be willing to hear more on that topic.

11. CITY COUNCIL BUSINESS:

11a. Council Reports on Inter-Agency Committee and Board Assignments. Members of the City Council provided written reports to the City Clerk.

11b. Consideration of Appointment to Fill One Vacancy on the Cultural Arts Commission. Under Consent, the City Council appointed Brenda Jo Robyn to serve out the remainder of the current term which expires December 31, 2017.

11c. Reconsideration of Bicycle-Related Safety Striping and Pavement Markings Associated with the Annual Street Preventive Maintenance Project. City Manager Blair King introduced the item. Cliff Maurer, Director of Public Services, provided the staff report for this item.

Councilmember Sandke asked a question about a traffic island that he hadn't seen before on Olive.

Mr. Maurer commented that traffic engineers looked at ways to make this a safer street. That was the genesis for all of this.

Councilmember Downey commented that several speakers over the last few weeks have talked about the idea of maybe putting medians or something in these very large streets to shrink the travel lanes and to make it look prettier instead of painting islands and stuff. One of the issues with that is that we are in a drought so that planting anything might be problematic. Is there anything preventing the City from putting in something raised almost like what was done for the roundabout? Aren't there other ways to make the lanes smaller and safer rather than just painting that would serve the same purpose?

Mr. Maurer believes so. However, if you would put a physical structure that would probably necessitate some lane markings, yield markings on the pavement to correspond with that physical structure.

Councilmember Bailey asked a question. If you were to get rid of the buffer stripings, could you effectively have a buffer zone simply by moving those two lanes over to where it is scheduled to go now without actually having the hash markings to delineate where the buffer zone is?

Mr. Maurer commented that the buffer zones create a space between where the automobiles and bicycles are supposed to be. We know a 10' lane slows drivers down. If we remove the hashings but left the lines, then that would be confusing because it would look like there are multiple travel lanes there. His recommendation would be, if you are going to take the buffer zones out, just go with a bike lane that probably gives a little extra space for parking but which will give a wider travel lane.

Mr. Bailey is talking about leaving the bike lane where it is currently proposed and simply removing the hashings on both sides.

Mr. Maurer added that would also mean removing the exterior lines of the path. He continued with his report.

Mayor Tanaka invited public comment.

Bob Lindsay stated that about five years ago the City created the Bicycle Master Plan because of state and federal requirements and because of our local needs. When he first came to Coronado right after World War II, there wasn't any congestion or traffic signals and few, if any, stop signs. As our congestion grew, we were forced to regulate traffic. As tourism grew, the car congestion grew. The beach area may be increasing but our street area is stagnant. A main goal of the BMP is to entice people from their cars when moving about Coronado. He is in his late 80s and in a few more years he probably won't be driving. Lately, he has been transitioning to getting around town by bike. He feels much safer in our few bike lanes which designate vehicle separation. He is distressed, therefore, that bike striping might be delayed. As he understands it, each post slurry seal striping delay puts back a street stripe seven years. There is a real need for north-south bike ways on the west side of Orange. Surely the Class II striping with Olive can't be worse in appearance than on Glorietta. Further, the traffic calming expected on Olive from D Avenue to Tenth Street is a bonus that is needed. There is no going back to the pre-bridge days. We have got to deal with not just today but the future – more tourism, more people, more cars, more

congestion. Cycling popularity has been steadily growing. Just look at the thriving pedal business in our village. Five years ago the BMP calculated that there were about 1,000 bike commuters in Coronado. With a successful implementation of a BMP, it is estimated that figure could easily double. All this points for the need to move ahead with our BMP, specifically the bike ways. Without the essential bones, we cannot move ahead with other essential elements like enforcement and, of course, education. Ultimately, we need to persuade people to get out of their cars in this compact community and to walk or cycle and to leave the car home in the garage. We will all be the better for it.

Harold Myers applauded the last speaker. In the 1890s, we had a bicycle path that circled the village. It started at the Hotel, went up Ocean to G, down G all the way to Second and across Orange back to the Hotel. The Coronado Christmas Cycling Club hosted a parade from the Hotel to the Ferry Landing. Then the automobile came to town and since then we have done everything possible to encourage more automobile traffic. One day in 1911, autos going down Orange Avenue were timed and nine were caught exceeding the 15 mph speed limit. What was done to fix the problem? The speed limit was increased to 25 mph. Three years later, on a single day, five speeders were caught exceeding the 25 mph limit. As early as 1915, speeding cars, a double fatality, two-car accident on the Strand. In 1920, a cyclist escaped death in a hit and run near the Hotel laundry. In the 1980s, to accommodate even more motorists, we removed most of the crosswalks from Orange Avenue. We cut turn lanes into the median strip and synchronized the traffic lights. Then, in 1986, a bicyclist was killed in front of the Village Theater. In 1994, a careless motorist on Ocean Boulevard opened a car door into the path of Chelsea Clinton's bicycling friend. Next, the bridge tolls were removed. This May, a pedestrian was killed on Fourth. Bicycles have killed no one. What can we learn from the past? Bicyclists are not the cause of our problems. Motorists are. To solve our problems, we must reduce automobile traffic. It is time we make transit biking and walking our priorities. We need to provide safe alternatives to jumping in the car for every trip. Let's make the free Summer Shuttle free year round. Let's put Imperial Beach traffic back on I-5 where it belongs by implementing congestion-based, Fast Track tolls at the bridge. Fast Track lets drivers pay tolls electronically without stopping, no tolls booths required. This summer the traffic was the worst ever and with the increase in traffic, bicycling becomes more dangerous than ever. Letting everyone know, especially tourists that we need to share our streets with bicycles and pedestrians is a step in the right direction. Please don't kill the striping plan before it is even given a chance.

Byron Miller plays tennis three days a week at Glorietta and since the bicycle path was put in, they still ride on the sidewalk. He watches groups of bicycles go from the bike path out into the street. This creates problems for motorists as they lose the soft shoulder on the sides of the road.

Andy Hanshaw, Executive Director, San Diego Bicycle Coalition, stated that they advocate for safer streets all over the region. They will be working with the City of Coronado to provide the education for the Safe Routes to School program. He spoke in support of the progress the City is making on its BMP. The City has achieved the highest level bicycle friendly community in the entire region by improving bicycle safety for everyone who rides and changing the mindset of people to consider bicycle riding as a mode of transportation. He urged the Council to move the BMP forward and continue to make those improvements. It is really making a difference. It is proven that bicycle lanes improve safety for all road users including motorists and bicyclists. Our city streets are safer when you add safer places to ride. Please continue your progress. Coronado is a beautiful place to live, work and play. Bicycling takes nothing away from that. In fact, it

enhances that by providing safer streets, a cleaner alternative for transportation, and reduces traffic congestion. If the buffer doesn't exist on a bike lane and there is a car parked close by, buffers do create a separation between car doors and bicyclists. Doors can be very dangerous for bicyclists.

Councilmember Downey asked Mr. Hanshaw a question. She is very happy to hear that there is going to be some bicycle safety training for students. We want them to be safe but we also want all bicyclists to learn what the rules of the road are. She is hoping that is part of what the training is.

Mr. Hanshaw responded that it is. They teach that through the Bicycle Rodeos program. They teach not only children but also have adult education courses, for free, each month in the City and they continue to do that through the Safe Routes to School program.

Ms. Downey has received feedback that most of the people who participate in the rodeos are the kinds of kids and parents who already understand those rules. We are trying to get information out to the other people who might not be so inclined to want to learn what they are supposed to be doing. Are we working with the schools so that there is information that can be handed out to the kids who aren't showing up at the rodeos so that there is information made available?

Mr. Hanshaw replied that there is and that can be incorporated into the program. They are meeting next week and that is great input for them to have so they can add that to the entire program they are going to be doing.

Councilmember Bailey mentioned that only two of the eleven proposals the City will consider today are in the BMP. Has Mr. Hanshaw had a chance to look at the other proposals that were not included in the BMP and could weigh in on those?

Mr. Hanshaw has not looked at them in detail.

Christine Donovan feels that is a little distressing since the previous speaker does not live here, if he is going to have that much time.

Mayor Tanaka reminded Ms. Donovan that any Council member may ask questions of any speaker.

Ms. Donovan feels that it should have been made clear that he does not live in Coronado. She asked if the presentation that was up is available to the public.

Mr. King responded that it will be available. Typically, staff posts those on the City website after the Council meeting.

Ms. Donovan asked about the 25,000 population that was referred to in the study that makes Coronado look so abysmal with our accident record. It does not reflect the fact that we have 95,000 cars coming into Coronado a day. It is based on a community of 25,000. She thinks that comes from the California DOT. She has looked at those pages. Of course we have more accidents because we basically have a population of 120,000 if you count the 95,000 cars that come in on week days. She is assuming there were studies done on Glorietta before and after the markings. She is wondering where those studies are and how we can get our hands on them. She is sure there

were speed studies, accident studies, the markings were put in place, and then she is sure other studies were done. She urged everyone to stay for the discussion of the bike fines. That is very seriously a part of our biking problem. According to the 2013 traffic study, 70% of accidents in Coronado that are bike-related are caused by bikes. We do have a serious problem here with bikers not following the rules and with regard to Harold Myers' comment that bikes don't kill, they do kill. There are plenty of hit and runs in major cities where bikers have killed pedestrians and taken off, so bikes can kill.

Peter Jensen began by saying that there was a comment made last time that he wanted to respond to which was that this is a matter of putting aesthetics over safety. This is not a matter of putting aesthetics over safety. It is a matter of demonstrating that there is a safety problem. Olive Avenue is not Glorietta. It doesn't look like Glorietta and it does not get the traffic. So far we don't know what the traffic is except that it is small. One of the comments was that there is not a lot of traffic on Olive. If that is the case and if there were 23 accidents, there is no evidence that any of those occurred on Olive Avenue. That is information the Council should have before making this kind of a decision, before changing the complexion of that neighborhood. If there is really a safety issue on Olive, why not put the minimal necessary to solve the safety problem? That is a compromise that works. Why not look at some of those intersections where the stop signs are so recessed that a driver cannot see a bike or a car or anything on Olive Avenue. That should be part of the plan to improve the safety for the motorists and for the bicyclists. He would encourage more people to bike but let's focus on where there is a safety problem in Coronado and address that. If it is on Olive, then you want to address that but if there is a demonstrable safety issue that is what ought to be focused on rather than a blanket.

Joan Adessa feels the opposite of the last speaker. She is shocked that Alameda Boulevard was designated one of the streets because of the safety issue. The speeding and the oversized vehicles is a real concern. She doesn't know of any other street in our town that goes on Ocean, Tolita, G, Marina, Olive – there is nothing to stop you. The first stop is at Sixth. She is not against the bike lane but the speeding has to be addressed. Speed bumps work beautifully. Alameda is not your normal traffic and that is not going to change. If you are going to insist on putting in a bike lane, please address the speeding, curves, and oversized vehicles.

Eddie Warner wanted to talk about the door zone. The bike path that we call a Safe Route to School on Sixth Street that has been painted has a fatal design flaw. There is a 2½ foot safe zone in that bike lane where you can ride because of the door zone. An educated cyclist won't ride within three feet of a parked car. The Safe Route to School bike path means that you are threading down a 2½ foot wide safe zone. The average person and their handle bars are two feet wide. That leaves a three inch margin on either side where you can ride safely. It also puts you right on the inside edge of the bike lane which is going to irritate any motorists that you come across because they are going to wonder why you aren't riding where you are supposed to. The final measure is if you are riding in the safe part, there is not room for them to be three feet in front of you or they are going down the middle of the lanes. To do this fiasco again on Tenth Street and pretend that it is safe and pretend that we are teaching our children to ride in the safe zone is unthinkable. She urged the Council to please not paint bike lanes in this town again. They are not safe for people on the vast majority of our streets.

Dulce Shaffer is in favor of the bike lanes. She has a four and a six year old and they are starting to ride their bikes. It is safer to have the bike lane. She would like to see the Council put in a bike lane on Pomona.

Judith Mansfield is a bike rider. She didn't drive until she was 32. She would like everyone to stop to realize that this is going to happen. People are not getting educated. They do not know the rules. They don't know the hand signals. That adds to all of this frustration. There are some really big vehicles on these roads and it is very dangerous. We need to start educating, licensing bikes perhaps, giving them forms of a license. There is a way to identify the people who do not obey the rules. She is for educating and possibly licensing

Susan Keith observed that people have some strong feelings on this subject. She reminded everyone that the action item is to reconsider a previous decision by the City Council. She urged the Council to vote to reconsider. She asked that all these discussion items be saved until it comes before the Council in a reconsideration. We are not going to make any decision today because it is not on the agenda. Just the reconsideration. Many people don't want more bike paths. She is not sure the City has the warrants to put them in. It is controversial enough that the Council needs to respect the people of Coronado and allow them to see the Council reconsider this issue.

Chris Evans not only lives on the equator of this issue but lives at the epicenter. She thanked the Council for the opportunity to reconsider this because it has dramatic impact on their neighborhood. Olive Avenue is very different from Glorietta and from the immediate vicinity around the school. Her family feels that this would be overkill. She is not opposed to bicycling and is certainly not opposed to child safety. Let's revisit this. Let's take the time to do this right. They would like to partner on finding a solution that they feel might be more reasonable for that particular neighborhood.

Gerry Lounsbury is requesting that the City Council reconsider this. The City is covering Coronado with paint stripe pollution. It is really getting pretty ugly looking on some of these streets with stripes. Glorietta is one thing but the idea that the stripes have slowed traffic on Glorietta – try going over the speed bumps. You can't go any faster. It is not the stripes. Perhaps there are a few people that actually follow the lane on Glorietta. The bicyclists are really not staying within their lanes. There is nothing we are going to do about people who are driving illegally. It is going to be pretty hard. We can't do much about people who are riding their bikes illegally. Painting more stripes is definitely not the solution to that problem. Seeing the photo of the kids in line or the family in line is very nice but that must have been a photo op. You do not see that very often. If you want to do something, put more speed humps in town. Please reconsider the striping.

Carolyn Rogerson commented about how beautiful the Olive Avenue neighborhood is. That is an area that is very unique. She pointed out that Olive is not Glorietta. Glorietta is a main artery. Olive certainly is not that. She has made a point of driving those streets every time she had an opportunity to do so at various times of the days and evenings. There is no traffic on these streets. You do have to be careful. We need to take responsibility for what we do and what our children do. People have been driving those areas and going to school for decades and it just doesn't make any sense that we are raising children that are less intelligent than their great grandparents, grandparents and parents were. The proposed striping would create a visual cacophony. That will be more confusing than anything. We just have to learn to be careful. She added that she does not

think there are a lot of people here who would feel very comfortable merging from 20 to 12 lanes down to four lanes to get into the Holland or Lincoln tunnels. It is confusing and daunting but you figure out how to do it and do it safely. We have to take responsibility for our behavior, our children's education and we have to deal with our environment.

Nate Shike reported some of the comments received from an online survey that was distributed 48 hours ago that now has over 50 supporters. One comment was that they ride bikes every day to and from school and every single day safety is a concern. It is exhausting and stressful. Driving is no better because we are dodging everyone on bikes trying to make their way. Another signer is concerned about the safety of his children. Bike lanes are proven to work worldwide. Historical data supports this and does not lie. Another resident stated that bike lanes are a must for clarity between motor vehicles and bicycles. He finds that people who follow the rules greatly appreciate the use of clarity for spaces. The current bike lanes work great and should be enough proof that the streets of Coronado can benefit from this action. Another signer said that his autistic son has almost been hit by a car twice in the last few weeks. It is not safe to bike in Coronado and he is saddened by this. Mr. Shike and his four year old have been in situations like that on numerous occasions. They do follow all the bike rules in this town. He teaches his son to ride in the bike lane. He has never seen any issues where the current bike lanes are. Please don't let this influence the decision that has already been made. The Council has the very difficult job of making these difficult decisions which it has already deemed is the right thing to do. He asked that the Council not shut this project down.

Robbins Kelly asked how we got here. When the Bike Action Committee was working on the BMP, did it ever notify residents? Did they share which streets were proposed to have bike markings? No. Did the BMP ever go to the TOC? No. There was no funding for this project at the time and when the time came to implement the project, residents were supposed to be notified. Councilmember Woiwode added the marking plan to the slurry seal project, side stepping the funding issue and leaving residents unaware of what was about to happen to their streets. Public input was avoided and only because of Mayor Tanaka did that change. He felt that residents should be notified when the bike striping was added to the slurry seal. When the residents of Coronado on H Avenue were notified of the pending bike markings scheduled for their street, they banded together to object. The result? Their street was removed from being marked. The residents of Olive Avenue have signed petitions submitted to the Council, held meetings, written letters and emails, and attended Council meetings all to no avail. Why has the implementation of the bike marking plan been so arbitrary? She has been told time and time again that this is for public safety yet where are the accident reports and traffic studies to warrant this? In the accident report Olive Avenue residents were able to obtain for the last ten years, there were eight accidents, none involving bicycles, and speeding has not been an issue either. Where is the justification in changing Olive Avenue from a Class II to a Class III and were we ever notified that we were a Class III to start with? The language used in today's staff report regarding bike markings includes evaluating every street as appropriate. What does this mean? Appropriate to who? The residents? The BAC? The CTC? The TOC? Staff? The City Council? Where are the criteria for designating streets? Since Olive Avenue is a wide street should it get the full Monty regardless of the amount of traffic be it cars or bikes? If the goal of making Olive Avenue a bike 2 lane to make the street safer, where in the plan does it deal with the real issue of the intersections of Olive and Seventh Street not to mention the alley. The City striping plan for Olive in these areas has the bike lanes disappear into the intersections. She thinks this is even more confusing. The reversed diagonal

parking is going to require more signage. Please stop the bike striping in the guise of public safety until the community can get together and work on it.

Pat Callahan, BAC member, commented that the last time he was before the Council he encouraged the conversation to continue. Apparently, today the conversation is continuing. It is an important conversation. It is a conversation about how we can make Coronado a safer, more enjoyable place. All the points raised today were legitimate points. The door zone is a legitimate point. The education is a legitimate point. Where we are is balancing, coming up with a balanced approach, where safety is given the priority that it should be given because over 70% of the students at our schools bicycle to school. When we make the streets safer, we are making it safer for them. The studies, as staff has reported, and the research support the safety of bicycle lanes. Bicycle lanes improve safety. They channelize traffic. They slow the cars. The slower the car, the safer the street, the less serious an accident or an injury will be. These are important discussions and important conversations and he respects everyone who has been up to speak because their point of view is extremely important and we do want to find how we can promote safety and also preserve our community and the feel of this community. He believes that the conversations should continue. He believes that Alameda has high traffic and he has been informed that after the bicycle lanes were installed on Glorietta, the speed was reduced and that was after the speed bumps were installed. Our hope is that on Alameda, with the striping and the channelizing of the traffic, the speeds will also be reduced and will also help to guide both drivers and bicyclists. He appreciates the Council giving its continued attention to this very important subject and he would like to ask that we look at the research and the facts concerning safety and the bicycle striping.

Lynn Scott spoke on behalf of Olive Avenue. She reviewed what the Council has already approved unless it decides to reconsider. There will be a striped lane for parking, a lane of hash marks, a stripe and a bike lane and then another stripe and another lane of hash marks, another stripe and the driving lane and then the center stripe. This will repeat on the other side of Olive – four more lines of stripe, two more lanes of painted hash marks. The view for the people who live on Olive Avenue will be 62 feet of painted lines and hash markings. It really sounds like graffiti outside of our windows. You have to ask yourselves why this is necessary. Olive is a street with very little traffic and few bikes passing through. Just because the street is wide is that enough of a reason to impact our neighborhood so drastically and so negatively? Of course, if it is for safety and Olive is an accident prone street, then that would be the explanation. She got the accident report from the Police Department. There were no accidents on Olive in 2005, 2007 and 2008. In 2006, there was one minor injury accident. In 2009, 2010 and 2011 there was one non-injury accident in each of those years. Nothing in 2012 and 2013. There were three non-injury accidents in 2014 and two non-injury in 2015. There were no biking accidents listed at all. Maybe this is because bikers and motorists can see each other from six blocks away on Olive. It is the safest street in town except for those intersections. The question is whether one minor injury and seven non-injury accidents in ten years make Olive a safety hazard and warrant this commercial strength safety striping, especially if the people living on Olive who will be looking at all the paint in their front yards don't want it. Is our neighborhood a hostage to special interest groups who are looking for convenience since safety, apparently, is not the issue? She hopes the Council has had time to review the petition that almost everyone on Olive signed. It was virtually unanimous that striping was unwanted and unnecessary. She thinks there was one person who disagreed. The question is whether something that almost no one in the neighborhood wants can be imposed on them. Can you paint all those lines literally on our front yard without our consent and for no apparent reason?

Eileen Oya commented that the Council has heard all the pieces to the puzzle. There is one piece of the puzzle that no one seems to be talking about. The fact is that we want a peaceful, safe community and we have peace officers here who are part of this big puzzle. We need more police officers to do their duty to give out tickets to catch these people and then they are going to learn their lesson. There are going to be so many people on cycles who come from other areas that don't know bicycle etiquette and they are not going to learn until something happens. She urged the Council to reconsider and to consider all the pieces to the puzzle because it is very important to our landscape. The graffiti on our streets does not help our property values.

Tim Sullivan commented that, in his experience as a cyclist, bike lanes work. They provide notice to motorists that there could be bicyclists on the road. They are also traffic calming devices. He commented on the reference to the speed on Alameda. In his experience on streets far busier than Alameda that have bike lanes or sharrows, it slows down the traffic and it makes it safer for bicyclists. Other speakers mentioned no more bike lanes constructed as on Sixth because of the door zone. The solution to that is to put in a door zone as you are putting in the bike lane. You don't use the broad brush to eliminate all striping. You use a common sense, balancing approach. You take a look at streets such as Alameda and Tenth that could use bike lanes to mitigate traffic, calm traffic and they are perimeter roads people use to bicycle the City. It makes sense to have bike lanes and striping on those streets. Perhaps Fifth Street as well to service the Middle School. He is not sure you need it on I and J as they are quiet, residential streets. He believes they are proposed for Second and we already have them on First.

Fern Nelson is in favor of relooking at this bicycle plan. Many people are coming out for Council meetings these days because they are concerned about the many disparate plans that are coming out that many people feel they have not been well informed about. The BMP, when it was passed, didn't have a lot of community involvement probably because it was not clear that our streets were going to be striped. She also stated that our plan so far seems to be a little bit disjointed and she feels that our bicycle plan should be part and parcel with the beach path bicycle plan, which should be part of the Fehr and Peers study, which is part of the traffic and the gateway project. These are all pieces of our puzzle. To continue looking at these individual pieces is not in the best interest of our City. She is also concerned about the amount of data that is backing up many of these issues. While she does see some data that has been provided, she agrees that different streets require different things. To paint all of Coronado with the broad brush of bicycle lanes does seem a bit overboard and they are unattractive. She hears that they are supposed to calm traffic but she personally has her doubts. As far as teenagers go, teenagers aren't paying attention to the rules. They don't wear their helmets. Why do we think they are going to ride in the bike lanes? Our bicyclists do not stop at stop signs the way they are supposed to. She thinks that all of our traffic issues and bicycle issues and pedestrian issues need to be looked at in a comprehensive way. She would love to relook at the toll factor because so many of our problems are coming from people who are not residents but are traversing through our community. That is a big problem. She doesn't think the residents should have to pay for that.

Gerry MacCartee thinks that before the Council makes a decision, they should all look at a black slurried street with a white line to see what it looks like. She just had this done in front of her house. 25½ foot diagonal lines were put in for the parking. She looks now like a parking lot. The white is so brilliant it is what you see and maybe if we all just work together we could come up with something that is a little bit better than doing these black streets with these brilliant white

lines everywhere. It takes away from your home, from your outlook on life, from your windows and from this town that we love.

David Fairbank has spoken in favor of the stripes and the bike lanes in the past. He was happy to see the City adopt that plan. He doesn't know whether to be appalled or amused at some of the arguments he has heard in opposition to the stripes. He applauds some of the people who are being honest and say that they just think they are ugly. To say that the lanes make the streets less safe is just absurd. The data shows that separating bikes from cars works. It is cheap. It is easy. For those who say that we have people doing dumb things, the striping addresses those issues. It is a big step in curing the problem. The City came up with a reasonable solution and a program to put in our bike lanes and separating the bikes from the cars. The City did the right thing. Don't be bullied into changing your mind now.

John Collins doesn't think he heard anyone say they thought bike lanes were less safe. What he heard was that this hasn't been as well documented as implied. He has no objection to the simple bike lane striping such as is on Sixth. If anything, it has to be potentially safer than nothing. He agrees with many others that the aesthetics of what is proposed for Olive with the hideous yellow hash marks is so detrimental both aesthetically and with regard to people's property values. He is not convinced that is safer than the simple bike lane such as is on Sixth.

Carolyn Elledge appreciates the beauty of Coronado. She does hate to see that lessened with bike paths. She thinks that with good training children and bicyclers should be able to follow the regular rules. Also, as she lives on Alameda, and since it was previously stated how busy Alameda is, and she doesn't think the Council is going to put those on Orange Avenue, but she thinks Alameda is too busy to have the bike paths. She thinks it is an invitation to ride on that street. We have emergency vehicles going down there. We have the Navy traffic.

Cara Clancy showed a picture of a street with some bike markings in another town in San Diego. She was appalled to find out that is what we are getting. It is going to be an awful lot for Olive. She asked the Council to reconsider and to think about the people who live on Olive who have communicated that they don't want this.

Brad Gerbel was at the April 21 City Council meeting when so many of these same residents were up here speaking and saying that they didn't want this. He got the impression that the Council and the Engineering Department just looked at them and said to take their medicine as they know what is best. He would like the Council to listen to all these people. They all make good points. What he hasn't really heard brought up today is that the whole BMP should be relooked at from the beginning. He also thinks the City needs to take a hard look at the BAC in that he feels like it is made up with people from one view point that are pushing one agenda and it is pretty much like kids in a free candy store. They are getting everything they want and the community is tired of it. The Council needs to do the right thing and listen to us.

Caroline Murray has heard from staff on and on and on about how safe Glorietta is. She is an old lady. She rides her beach bike every Saturday and Sunday morning around the island. She has mentioned this to the Council before. It is chaos because it is striped. She has strollers, in-line skaters, bicyclists all coming at her in her lane. She is just on a beach bike. She has to dodge and go around these people. It is not just a slam dunk that just because you have striped Glorietta that means it is safe. It is the speed bumps that slow people down. It is not the bike lanes.

Barbara Tiffany commented that whether or not you have the bike lanes she thinks that the cyclists have a responsibility, too. She sees, especially on weekends, a group of 25 to 30 bikes going past the house. They are going at least five abreast. When she does rarely drive, she will get behind people who are riding two abreast and they pay no attention to her. Even in the bicycle lanes she has seen people going two abreast. Whether or not we have the bike lane in areas it is really the responsibility of the bikers to be more careful and to take the responsibility to go single.

Ray De Lagrave is a bicyclist, a motorist, and a grandfather. As a bicyclist, he can say that when the striping went in on Glorietta Boulevard he felt a lot safer when riding his bike down there. He knows that the cars behind him are going to be paying attention. As a motorist, when they first put the striping up, he was surprised at how much slower he went because of the narrowness of the driving lane. He always feels much safer there. He feels much safer driving down Sixth Street with all the traffic that is on that street. He is very happy that our children have a chance to benefit from that. He lives on Alameda and he welcomes bike striping on Alameda Boulevard. Alameda Boulevard has a tremendous amount of traffic and traffic that goes fast. He is in favor of this on Tenth and Alameda and he thinks the sharrows are a good idea where they have been identified.

Jean Gazzo spoke against the plan to stripe bike lanes on Alameda and Olive. As the Council is aware, she strongly believes this discussion should be delayed until the public can examine and debate the entire traffic plan. Additionally, she wants to raise her objection to the whole idea of a road diet which is an obnoxious term coined by Federal Highway bureaucrats to describe the strangulation of car traffic on roads by narrowing the roads with bike lanes whether the bike lanes are necessary or not. A road diet is a dishonest engineering trick which is also an attempt at social engineering. Putting Alameda and Olive on road diets is completely inappropriate as a means to slow traffic. Even Ann Dough, the influential Federal Highway researcher who studied three and four lane highways with bike lanes, and not two lane residential roads like Alameda and Olive, stated that road diets should only be used as a last resort after all other methods such as increased enforcement, reducing speed limits, flashing speed indicators, etc. had been tried. Kathy Keehan, the former executive director of the San Diego Bike Coalition, a political advocacy group, and a Rancho Bernardo resident who was a member of the first Coronado Bike Advisory Committee which drew up the initial BMP, said that Coronado was her favorite place to cycle in San Diego because, "They have some good infrastructure in Coronado. They have a good grid network to get you where you need to go. The traffic speeds are slow. There are enough bicyclists that people expect to see bicyclists and that makes it easier." Also, Coronado was recently awarded a national bicycle friendly designation. Instead of going on a bike striping frenzy, why don't we sit back and enjoy our success and our beautiful streets as they are with minor adjustments. As the old saying goes, "If it ain't broke, don't fix it."

Darby Monger raised three daughters in Coronado without any bicycle incidents. We've all been here for a long time and we don't have that many incidents on bicycles. She is trying to figure out why we are trying to stripe this entire town. She thinks these may be useful in towns where the speeds are 40 mph or something like that. Our entire town is a neighborhood. Our entire town is 25 mph. She does not think that this striping is necessary. She thinks they are marking up our beautiful town with ugly, distracting bike lanes. They are distracting and she thinks it makes it more confusing for people. If the Council is agreeing to support this that would be very similar to taking all three of her daughters to a tattoo parlor and having them completely body tattooed.

Michelle Markakis was browsing over the BMP which she was shocked was huge and she did see that they said that the goal was to make a workable implementation strategy that reflects local needs. She is a bicyclist, a dog walker and a motorist. She thinks that we don't have that need on Olive. One of the most charming things about her street is that kids do ride four across because there isn't much traffic on their street and they have freedom to ride. She would be shocked if they rode single file like robots down the road. They aren't going to ride single file. People jog on their street. She sees more joggers than bicyclists and she thinks they will be jogging in those lanes. In the summer when everyone parks on their street and you can't park in front of your own house and you go grocery shopping, people will double park so you can bring your groceries in. She thinks it needs to be more thought out as to what the local need is on Olive. She does see a benefit of the bike lanes on Glorietta. She has ridden her bike down Tenth to Glorietta and down to the Bay many a time and she thinks it is safer to have it on a busy street. On Olive she doesn't see the need.

Mayor Tanaka began by saying that five to six years ago, the City Council put together an ad hoc Bicycle Committee because there was grant money available to potentially put together a Bicycle Master Plan. That ad hoc committee was made up of a spectrum of people who liked biking. One was a parent who really didn't have a proclivity towards biking but she was concerned about how her kids would get to school and so on. The ad hoc committee was the one instrumental in putting together the BMP. That BMP was adopted by the City Council in 2011, and after that process of having an ad hoc committee and then putting together a BMP, the Council decided it would be a smart thing to have a permanent bicycle committee to provide similar advice as the ad hoc group had. We also thought it would be good to have a permanent bicycle committee because now we have this BMP and we haven't really said what we are going to do with it. He is one of the people who voted for the BMP and he wanted to point out something that was obvious to him but was perhaps not to his colleagues. He was okay with having a BMP to give him suggestions for what he would do in the future or what the City would do in the future. Something that occurred on the way to this meeting over those five or six years is that the Council said yes to some of the recommendations and no to others. One of the things that was put together was a route for bicycles and it was more or less a loop, a circuit around the City. That loop initially was going to go down Alameda and then up Sixth Street and then down Coronado Avenue.

Some of the things that the Council approved had little or no opposition from the community such as the bike lane on Sixth. If you have observed City Councils in Coronado over the years, if there is a recommendation and then discussion and no one opposes it, then the Council is probably going to be in a position where it decides to take a chance on this as it doesn't seem like the residents will be impacted negatively as they are not speaking out against it and so the Council moves forward. The Council has reaped its own whirlwind. The Council has selectively implemented some aspects of the BMP and selectively not implemented some. It was suggested to the Council, as part of Safe Routes to School, to put in a bicycle lane on Sixth Street and a bicycle lane on H Avenue. The Council put the one in on Sixth and not on H. Why didn't the Council put the one in on H? The overwhelming speakers from H said they did not want them and the Council listened to them. There was a different meeting where people from Alameda and Coronado Avenue and the Country Club area were adamant that they didn't want this. They didn't want literature coming out from the City telling bicyclists to come down their street. Again, the Council listened and took that out of the plan.

We have a number of people here from Olive because Olive was the first group where the Council heard the residents speak out against but voted to proceed by a Council majority. The Council said that it felt that the street would improve safety-wise if these lanes were put in. A number of speakers asked about the accident history on Olive. That is a perfectly valid train of thought but is not one that was used by the Council. The Council's train of thought was before and after. If you leave Olive exactly the way it is, it will have a certain amount of safety and a certain amount of ambience. The Council voted to put in a bicycle lane on Olive because it felt that the before and after would justify it. If you put that lane in, the after effect would be that the road would be safer. If you aren't convinced by that argument, he understands that and he is not asking you to change your mind but he does want people to understand that was the rationale of the City Council at the time. To some extent, if you polled the Council as citizens and not as Council members, they might still feel the same way but they might not.

Mayor Tanaka went on to say that the City Council has created confusion with its actions. Some of this confusion is unavoidable because we have had many public meetings and no matter how many public meetings we have there will always be some people who say they are just now hearing about this. No matter what a city council does, there is always going to be the potential for a certain amount of backlash. He wants to be sure that the Council owns the lion's share of it. The Council owns the lion's share of the confusion because it has been inconsistent in how this master plan has been applied. He has been on record multiple times saying that the BMP is a piece of advice and he can take it or leave it. He said that a bike lane on H Avenue was not a make or break to him so he let it go. He took the Sixth Street one because he thought it made sense and no one opposed it. The City put the bicycle lanes in on Glorietta and he has no regrets on that. There is a bicycle lane on First Street that he thinks was there before he even joined the Council but he has no regrets about the bicycle lane being there. He is not sure whether he did the right thing when he said no to the bicycle lane on Alameda. He is not sure what the right thing is but he thinks that in the end bicycle lanes work. That leads him to this conclusion. On the most controversial issues that the City has faced, it doesn't really matter what he thinks. The Council is certainly elected to do the people's work and to carry out what it thinks the people's wishes are and to use our best judgment to do what we think is best for Coronado. He doesn't regret any of those decisions. He does regret that the Council has caused confusion.

The best way to clear up confusion is with a vote of the public. He thinks the City Council should consider an advisory vote. He will speak to the City Attorney for information on deadlines, etc. The advisory vote he would propose would involve the following wording: "Do you approve of the City of Coronado painting bicycle lanes on Alameda Boulevard from First Street to Tenth Street and on Tenth Street from Alameda Boulevard to Glorietta Boulevard with the purpose of creating a bicycle loop to connect with the existing bicycle lanes and routes on Glorietta Boulevard, down under the bridge, and around to First Street?" He would suggest that we have our citizens vote on that simple proposition. Do you want to add bicycle lanes on Alameda and Tenth Street? Why? To create a bicycle loop. One of the things the City Council has entirely failed at is to create a context that everyone understands for why we have put in bicycle lanes or voted for sharrows and things like that. He thinks the Council has not explained itself very well in terms of what we are hoping to accomplish and what we think the public benefit is. He thinks it is a pretty easy proposition to ask our residents if they want a bicycle lane loop around the City. He has heard people say to keep Coronado Coronado, too many lanes, graffiti and all of that. As a private citizen, he disagrees with them but it doesn't really matter what he thinks. What matters is what the public wants. If a majority of the public agrees with you that putting a sharrow on every street

is stupid, then we need to hear from it. A simple vote on whether or not to put bicycle lanes on Alameda and down Tenth – if the public says yes to that proposition, at least we have a backbone for what we are trying to accomplish with bike lanes and then he thinks we have the public's approval to try to explore what we want to do in and around that circle. He wants to be clear that if the public votes no on that proposition, he would take that as evidence that everyone who has spoken out about bike lanes and everyone who said enough is enough as an indication that the majority agrees with them. The City Council has a very difficult job trying to interpret what it thinks the majority wants and the toughest judgment call of all is just to insert your own judgment and say that is the best you can do. He also wants to go on record that at the time he went along with the sharrows but he has spoken against sharrows a lot and he is at the point where he doesn't like them. He thinks we have politically done ourselves a great disservice. Every speaker who says, "Don't mark every street." – he can't rebut that. He shouldn't have agreed to the sharrow thing.

Mayor Tanaka stated that the staff report lists four alternatives. The fourth alternative is to install none of the bicycle related pavement markings. Because of the confusion, because of the controversy, he thinks that today we certainly should implement #4. At the earliest possible time, we should put an advisory measure on the ballot. He is not asking for a special election as he does not think the City needs to bear that expense. Going to the ballot and getting some sense of what the public wants will then enable this City Council or a subsequent one to have a better sense of what the public will support and how to carry out the public's wishes. He asked the City Attorney what the timeline would be for such a vote.

City Attorney Johanna Canlas explained that our General Municipal Election is the same as the State's. The next one will be November 2016. In order to put a Council sponsored initiative, we have to have everything called for the vote no later than the second meeting in July. Nothing prevents the Council from taking action sooner but that is the latest possible date. On June 7, 2016, there is going to be a primary election. While that is a statewide election that would be considered a special election for City purposes. The costs are not the same as a regular special election but it is going to be more than the general election in November. For the June election, the latest that the City could take an action to put something on the ballot is the second meeting in February.

Mayor Tanaka has already expressed his feelings but he wanted to share that he thinks that the earlier the vote can be held the better. If it costs a little bit more, he is willing to accept that because there is enough controversy. We are doing the public a favor by settling the controversy if we can.

Councilmember Bailey appreciates Mayor Tanaka's comments because sometimes he thinks the dialogue has been characterized as pro bike versus anti-bike. The more he listens to the public the more he is convinced that that dialogue is really just a symptom of a bigger issue. Hearing from the bicycling community, he hears that they see opportunities to improve safety throughout town. Hearing from the general community, he is hearing that people see opportunities to improve safety as well but they don't just want markings for the sake of markings. To him, that is a dialogue that concerns the process. Nine out of 10 of the proposals the Council is considering today are not even included in the BMP. That is a problem. Today the question is very simple. Do we continue to move forward with an inconsistent approach or do we take a step back and seek the public's input and approach this from a much broader context, a more comprehensive context, than just focusing on bicycling? He thinks there is a lot of merit to bike lanes. He thinks that most of what is proposed today is overkill or unnecessary. He would be in favor of an advisory measure but he

is not necessarily sure he would want that measure to be focused simply on trying to create a route around town. He would be willing to entertain some type of advisory measure that really sought public input before it actually came to a vote. He actually wouldn't mind waiting until November to give us as much time as possible to receive that input.

Councilmember Downey shares Mr. Bailey's concerns on the proposed wording. She has had so much great input from the public and she thinks there is a middle ground that most of us are sitting in. She agreed with the folks who asked why they had to have all of the striped hash marks that are proliferating in the proposed Olive striping and to some extent are on Glorietta. She didn't see the need for that and she thought there was some midway that in the streets that need it, and she is not convinced Olive does, you could just have the one white line that says this is where bikes go on the right and cars go on the left. She thinks there are a lot of people in town that understand that in streets where it is important to designate the places of each of our conveyance methods that is safe. That is good for all of us whether you are in the car or on a bike. She is not sure saying it is because we want to create a loop – that is not why she wants them. She agreed with the folks that said we don't need to create this loop so that there can be a map that we can hand out to show to people who want to come to town to bike. She is not interested in creating a loop. One of our speakers mentioned earlier that she goes down to bike on Glorietta and she takes Tenth to get there. Tenth has more bikes on it than any other street in town. She has asked her kids why that is and it is because they are leaving Starbucks and Clayton's. She thinks we need to say Tenth, not because we want to put a loop there, but because that is the path that people go to get from one end of town down to the other. Although it is congested, she tells her kids to cross Orange at a light. This is a good discussion and she is interested in going to the people but she doesn't want it labeled as because we want a loop. She thinks that the input we want is do you see the benefit in marking. She was so happy when someone talked about warrants. That was one of the things she realized. We don't have a nice set of warrants that say when to put in a Class III or a Class II or a particular bike marking. She is not sure what we are asking the people to vote on. She wants to keep talking about it. Maybe we have a workshop. She doesn't know that it needs to get to a vote. If we all agree we want safety but what does safety mean and then work on getting there.

Councilmember Sandke read from an email he received. The writer said, "I am sad our elected officials do not seem to listen to common sense." We listen to an awful lot of common sense. "The country as a whole is becoming disenchanted with politicians and Coronado is no different." Is that really how you all feel? A different email read, "A decision affecting the rest of their lives is about to be made without their consent. A decision on this is too important to be left solely to the Council." That is right in line with Mayor Tanaka's idea of a vote. He spoke with a person in IB about this problem and he stated that his problem involved getting rid of a drug dealer down the street from him. He is trying to put this in perspective a little bit. He doesn't disagree that the streets would look different with white lines. It is hard to not recognize the passion and emotion that goes into most of the folks who don't want to see any additional markings on the streets. It is difficult for him also to ignore the science. There is a clear recognition that bike lanes work and in Coronado we have evidence of that. Does a combination of the TOC looking at some speed bumps to go with a single line bike lane help? A Class III is as far as he is willing to go on any of these streets. He certainly has a lot of compassion for the folks on Olive. He feels that, should we move ahead with a vote, it would need a little broader scope as Councilmember Downey suggested or a little more definition. If we took it tomorrow the vast passion and the vast emotion and the vast prodding along of which hanging chads you would leave on your ballot would rest with keeping Coronado the way it used to be. We are in the wake of the tsunami of the beach path

which the Council rightly put to bed and he thinks passions related to all things of what Coronado used to be are at an all-time high. He decided to buy property and live in Coronado and raise his family here because of all the things that Coronado still is and not because of what it used to be. It is going to be different going forward and we all know that. The bike lane idea is to bring order to the chaos. If folks on those streets aren't ready for it, as we have done in the past, we have haphazardly applied the BMP so clearly there is a problem there. Of the four options in the agenda today, notwithstanding the fifth that was presented by Mayor Tanaka, he still struggles with how to go forward on this. He does get that there are people upset with it but it is hard for him to look at the science, it is hard for him to look at the hard facts of what we have seen already happen in Coronado, and say bike lanes are a bad idea. He agrees with the Mayor that they do work. He agrees that Tenth Avenue is an ideal place for a single lane bike lane and he hates to miss the opportunity to make that happen at this juncture however he is not sure what options the Council has. He could certainly throttle back the Olive Avenue markings or even eliminate them entirely should we have that as a majority opinion. He thinks hearing differing testimony on the busyness of Alameda cause him to struggle. He thinks, in the overall, if done to the proper specifications specified by federal and state authorities as far as the bike lane markings and the amount of room required for them, that a single bike lane would be beneficial to Alameda. Maybe even going to the TOC and adding some sort of speed bump treatment would be helpful. He wrote down some possible motions but none of them seem appropriate at this point in the discussion.

Mayor Tanaka summarized some of the options available to the Council. We have been haphazard in the past and we could continue to be haphazard and make approvals of things today and that wouldn't necessarily be the wrong thing to do. He still thinks that some kind of an advisory vote would be helpful because we are going to have this meeting repeated indefinitely depending on how controversial a particular street is and also on whether or not we can explain what public purpose we are trying to serve. While he would like an advisory vote, he would be the first to admit that perhaps what he has thrown out isn't the best one. He would be ready to pursue some things. He thinks a bicycle lane on Alameda makes sense. If you decided that Alameda would be worth the risk, how much of Alameda? It eventually connects up with Ocean Boulevard. Do you take it all the way there and terminate the lane? He wouldn't vote for a bicycle lane on Ocean Boulevard. He doesn't even think he would vote for sharrows on Ocean Boulevard but part of it is a public policy thing. He doesn't think he wants to tell people that the City's policy is take your bike on Ocean. That should be your decision because you are legally entitled to use Ocean Boulevard on your bike but he personally doesn't think it is the safest spot for bikes. He thinks one option that is left is if there are places you are ready to proceed on today, right now, that is one of the alternatives. Alternative 1 is to just do what we said we were going to do. Alternative 2 says to install an alternative combination of markings of the Council's preference. He kind of feels like that is what he is hearing all of you say. He hasn't heard anyone say that they want an advisory vote but here is a better wording. The most he has heard is why don't we keep working on it. That means that this keeps brewing with no resolution. He will say, for the record, today, he is ready to not vote for bicycle lanes on Olive. He wants to be clear. He uses his bike a lot and he wishes there was a bicycle lane on Olive. He can't say he is applying a very fair standard to that street if he allowed other areas to get what they wanted and he can't really explain that there is a really powerful public purpose. He thinks there is one but we don't have that in our Master Plan. He can support a bicycle lane on Alameda because he does believe a perimeter approach makes sense. He can remember reading dozens of Dunham Reilly letters talking about the need for a perimeter road. He can remember thinking a dozen times that that ship has sailed. We don't have the ability to create the perimeter he kept asking for but with bicycles we can. He would vote for a perimeter

road immediately because he uses it and it would be nice to have that delineation. He also thinks it is interesting that for the first time the Council can tell a street that it thinks cars can be slowed down on their street and that same street is comfortable with their traffic. He is ready to move forward on that and he is ready to continue to keep the possibility of a perimeter alive. If that is not the will of the Council, he would say that maybe the alternative is to pick things you are willing to go for today or maybe #4 is the alternative because the Council just doesn't know what it wants to do.

Ms. Downey has an idea and it can be done through discussions here or through a ballot measure. One of the things that she takes from all of the input that has come in is that she interpreted the BMP as Mayor Tanaka did in that it is suggestions for the Council to look at. She thought, because of the staff input and the experts who helped produce it, that it knew more than she did. What we didn't ask them to do maybe we should have. Maybe there should have been a set of warrants that said that if your street had this much traffic or it is a thoroughfare to go from the north to the south or whatever the warrant system would have been then these are the types of class facilities you should have on those. Maybe that is what we should have done and maybe that is the motion we could take to the people. Should we establish that so that it is not ad hoc. If the street meets this criteria, just like we do now with other traffic controls, this is what will happen. She thinks people would like it not being arbitrary. They would like someone to say why the City is doing that. She is wondering if that is really what we want. We want a system so it is not so arbitrary that is fair and is also safer.

Mayor Tanaka immediately offered a counter to that. The reason we have warrants is so that when a resident requests something, they can make that request through the TOC and they check if the warrants are met. He does not want to create a system where every street can request a bicycle lane. The whole point of a master plan is to look at the City as a whole and to lay out the plan. He thinks that what Ms. Downey is proposing could possibly work but it is more likely not to work because first you have to devise really good warrants that we believe in and then those warrants have to stand the test of time. The community deserves to have a better understanding of what the City's vision is as a whole and then we can decide whether these are hills worth dying on or not.

Ms. Downey asked if we sat and looked at the streets, had we done what the BMP said and did the kind of markings that were recommended in there, that they use their own kind of defacto system?

Mayor Tanaka commented that Ms. Downey has been on the Council many years. She has observed Mayor Smisek putting a committee together, Mayor Tanaka putting together one, the Council putting together one. He has observed time after time one group recommends one thing and then another council sees it differently. A recommendation for a BMP that the Council accepted in 2011 had in it things that he didn't like but he didn't sit and line item it. In 2015, we don't have a clear blueprint for what we want our public policy to be. Maybe warrants is the way to go but he still doesn't think that fixes our broken system. Our system is that we've said to do some of these things and not to do others. One of the things the Council has intended in the piecemeal approach is if we have put in lanes on Sixth and Alameda, we have a little time to sit and see if people like it. A piecemeal approach may give the feedback the Council is looking for in terms of whether the public accepts the Council's actions. He is doubting himself a little bit. He doesn't know if the public likes the actions we have taken. That is why he would love to put something on the ballot that would give him some idea of what the voters' preference is and then he or a future council could carry that out.

Mr. Bailey certainly agrees that the public deserves better than our current piecemeal and inconsistent approach. It does. There is no question about it. If we were to go to an advisory vote he would want it to be one of a comprehensive plan and to be implemented in its entirety. That would take care of the piecemeal approach. He would be open to the idea of possibly appointing a committee that was more representative of the broader public than simply turning this over to the BAC. Obviously their input should be sought but so should the other groups throughout the community.

Mr. Sandke understands that the City has a circulation standard related to pedestrian movement coming down the pike. He has learned from his short time at SANDAG that an overarching goal of any community should be an active transportation look or an active transportation plan that incorporates bicycles, pedestrians and any other way to move around town other than a car. He wonders if it might not be possible for us to find a way to incorporate a combined review of the BMP and an instrumentation of a pedestrian plan which we already have planned in our CIP. We could come up with that plan through additional workshops. It is a long process but it is one that is very complete and, most importantly, it involves a lot more public input than the BMP has had so far. If anything positive can come from this particular exercise, it is that more input from the public is important.

Ms. Canlas pointed out that a Council-initiated ballot is subject to CEQA and, depending on how comprehensive that plan or that ballot measure is going to be, we need to take the time to do the environmental review.

Mayor Tanaka does not believe it is a flawed approach to look at the whole master plan and then try to come together with something that the public could vote on. He doesn't believe it is flawed to give the public more opportunity to give its input. He does believe the public has had lots of opportunity to give input. He thinks that the people most likely to give input are people who perceive that their ox is being gored. Even though 50 or 100 people might shows up for one cause or another, it may not actually be reflective of objective input the Council is seeking. There was a time when you had to state your name and your address and that was helpful for Council members. One of his concerns if you go for the broader approach of researching this package of what the BMP is and put it to a vote, is that it will take a while. He doesn't know where we are on the Gateway thing but we are somewhere. He doesn't know where we are on the lights proposed by the Traffic Commission but we are somewhere. The Fehr and Peers study that was mentioned is also somewhere. We are somewhere on a lot of things right now and he is amused that he has 18 months left. It is going to take a while to redo what has already been done. Maybe that is a good thing. Maybe all that input will create a better report. His prediction is that it will just create a big delay and he is also concerned that the more things you put on a ballot measure, the easier it is to vote it down. He thinks it might be easier to try to craft something simple and the simpler the proposition the better you might get a sense from whether or not there is support. He has heard a number of times, "…graffiting our streets…" and he does not agree with that but if a majority of the residents feel that way then he wants to know it. If 50 plus one percent says it is graffiti, then he is out of the graffiti business. That is what he is looking for. He is ready to go and the sooner the better. He doesn't feel as if that is a big CEQA issue if we make it a smaller question but he does agree that there probably will be a better product if you go for reviewing the whole master plan.

Mr. King wanted to interject a thought in terms of prioritization. The question before the Council right now, though, is the Council has awarded a contract and in that contract there is a lump sum proposal to stripe the streets. We have issued that contract and that contractor is going to begin work. Staff needs to receive direction from the Council whether the City should proceed with the contract as is or modify it. That is the basic question. The second issue, as Mayor Tanaka has pointed out, is that we have talked about the scope of work and he is concerned. We have a small, lean staff. He knows, coming forward, there is a recommendation from the Coronado Transportation Commission on issues related to Third and Fourth Street and there is a project to look at the Gateway project. That is just within the transportation area. We also have a variety of other projects that the Council has tasked staff with that are fairly time intensive. As the Council considers what its options are, he asked that the Council also consider staff's time as it will have a difficult time delivering these larger, bigger projects to the Council with any credible staff analysis.

Mayor Tanaka referred to the four proposals in the staff report. He added the option of putting something to a vote.

Mr. Bailey needs more time to think about this. He would be in favor of moving that we suspend the proposed markings for now and direct staff to come back to the Council at a later date to give more information on revisiting the BMP which will already be a future agenda item.

Mr. Sandke could support that; however, if there was a way to move forward on Tenth Avenue today he would be happy with that.

Mr. Bailey would rather not move forward with an inconsistent approach.

MS **(Bailey/Sandke) moved that the City Council suspend the proposed markings and set up on a future Council agenda how to move forward with the Bicycle Master Plan.**

Mayor Tanaka asked if the motion includes making this a high priority.

Mr. Bailey would leave that up to the rest of the Council and is open to discussion.

Mayor Tanaka is not sure he supports the motion but he thinks he does. He would prefer it be a high priority.

MS **(Bailey/Sandke) moved that the City Council suspend the proposed markings and set up on a future Council agenda how to move forward with the Bicycle Master Plan and to make this a high priority.**

Ms. Downey wants to make sure she understands the motion. She was going to make a motion that says that we agree, for the purposes of the existing contract that is pending to start in the next couple of weeks, that we will not be marking what was identified in the agenda. This motion is beyond that and she is trying to understand the difference and what else it is doing.

Mr. Bailey thinks it gives us an opportunity to bring back the BMP. We all have other questions on how we want to address it with future markings but we also see that we are probably going to want to suspend the proposed markings and he is trying to accomplish both in the same motion.

Mayor Tanaka summarized that Mr. Bailey's motion is Alternative 4 with the addition of the direction to staff to bring this back so that the Council can continue to deliberate on what we might do in the future with a high priority.

Ms. Downey still does not understand what staff is coming back to the Council with.

Mr. Bailey wants a future agenda item so that we can deliberate on whether or not we all want to come up with a more comprehensive approach to bicycle markings or pedestrian mobility throughout town.

MSUC **(Bailey/Sandke) moved that the City Council adopt Alternative 4 and install none of the bicycle-related pavement markings in the contract.**

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

Mr. Bailey asked the City Manager a question. At a previous City Council meeting, he believes the Council asked staff to agendize revisiting the BMP. Has that already been done?

Mr. King believes that is the case. It has come up several times and did come up at the last meeting as well.

Mr. Bailey continued by saying that perhaps at that meeting, giving it a high priority, we can discuss how and whether or not we want to move forward with changing the BMP or taking a more comprehensive approach.

Mayor Tanaka asked if we can, without objection, direct the City Manager in that way. The Council agreed.

11d. <u>Approval of a Resolution Authorizing the Establishment of New Fines for Vehicle Code and City Ordinance Infractions Committed by Bicyclists, in an Effort to Improve Compliance and Safety.</u> City Manager Blair King gave the report and offered an amendment to the resolution of an additional "Be It Further Resolved" that, in the alternative to what is proposed; that is, the $50 for the first offense, $100 for the second offense, and $250 for the third offense, that in the alternative that the City Manager is also authorized to set fines with the initial violation not to exceed $100 to effectuate the intent of Vehicle Code Section 42001(d). Mr. King explained the reason for this amendment.

City Attorney Johanna Canlas provided an example. If bail is set at $25 for a base bicycle fine, it becomes $198 and that is because there is a $31 penalty assessment for every $10 of a fine or portion thereof. There is a $40 court operations assessment. There is a $35 criminal conviction assessment. There is a $1 fee for night court and a $4 EMAT fee. So, for a $25 fine it becomes $198.

Mayor Tanaka asked if he understands the situation clearly that if we use the Davis model, we sidestep all of that and if we say the fine is $50 that is basically what the fine is. If we say the second offense is $100 then that is what it will be and we can kind of side step the courts adding all these fees.

Ms. Canlas responded that is the case and that basically what is done is it is reduced accordingly. There will be a reduction in the court fees and penalties so that everything is included in that $50. Right now, because we are the first ones in San Diego County that are doing this, the court is working with us and they are trying to get a determination from the state Judicial Council in how we can best implement this process. We had hoped that we would have it in time for today's meeting but that didn't happen so we are hoping to get this through in time for the October 6 deadline for next year's schedule.

Mayor Tanaka asked if that is why Mr. King is looking for the action he is looking for.

Mr. King agreed and said that he is looking for the moral authority of the Council that it understands the principle staff is trying to achieve. Due to discussions that will take place in Sacramento, it could deviate from the actual resolution that is before the Council and that is why he would like the additional whereas to give him the authority to set the fee at no higher than $100 for the first offense in order to achieve that.

Mayor Tanaka invited public comment.

Eddie Warner commented that with the support of the Coronado MainStreet board, two summers ago, she attempted to get started a program to limit the number of people riding bikes in the business district on the sidewalks. She brought it to the BAC and got support from the Police Department. It didn't quite come across as strongly as we hoped it would. We were making an attempt at giving an incentive for people following the regulations. This goes along in that vein. She heartily suggests that the Council go through with this as a means of doing enforcement in the bicycle community. It will make the officers more comfortable in doing enforcement and she thinks it will improve the education of the cyclists as well as the motorists and it will tamp down the rising aggravation that seems to be growing between the cycling community and the motorists in town. She hopes the Council approves it.

Carolyn Rogerson pointed out that everyone wants enforcement of the rules and regulations, the rules of the road and especially California Vehicle Code 21202(a) which addresses bicycles impeding the flow of traffic, riding on the sidewalks, etc. It is all well and good to say that we need more enforcement and she knows the Council realizes this but she doesn't think the public realizes what a yeoman's job our Police Department is doing. We consider ourselves a small town. We have a small police department for the demands of a 2015 Coronado. They have to deal with everything that goes on from the Ferry Landing all the way down and including the very edge of the Coronado Cays. This is a huge area that needs patrolling and needs law enforcement. We are kidding ourselves if we think that we are going to designate a few policemen who are going to be on the main thoroughfares of town just to stop kids who want to ride their bicycles on the sidewalk. She really thinks that the Council, as it goes through its budgets, the Council should come up with some way to entice and improve the number of police personnel in this City. They will then be able to enforce these rules to make the public happier. She really thinks this is putting an extreme demand on the Police Department. She doesn't see how they do all that they do now.

Harold Myers thinks we are asking an awful lot of our police force all the time. He is in favor of this proposition but he doesn't want to send a message to the Police Department that we need more enforcement of our school kids. The Davis plan is because UC Davis is full of college aged cyclists. Our problem is we have a lot of young kids that go to school on their bikes. Last week he took a picture of a skateboarder who received a ticket. He does not know the circumstances but is sure it was justified. He is not sure, though, that this had a positive impact, in any way, on this youth. It is not going to give him a positive feeling towards the police force, towards growing up in Coronado, and it is not going to make him a safer skateboarder. He thinks we should pass this so that we can issue tickets but probably more towards the adults. After listening to speakers before the Council at the last meeting and at this meeting, it is clear to him that it is not the kids who need training. This is a job for a parent and not a police officer. The adults need training. A lot of people have no idea when it is required for bicycles to use a bicycle path. People are saying they don't want it but then at the same time they are saying they are all over the road. A lot of people don't know what the three foot rule is and how to apply it when you are driving down the street as a motorist. When is it legal for cyclists to ride two abreast? A lot of people don't seem to know about that. Where is it legal to ride bicycles in Coronado? When was the last time that you, as an adult, had any training on the rules of the road? He has never seen school children honking and finger pointing over the right-of-way. It is the grown-ups and he thinks we need more education for the adults and we should let the adults parent their own school age children.

Brad Gerbel wanted to talk about the enforcement of laws that are already on the books. The laws give us a framework for where we are supposed to operate and if there is no enforcement people aren't going to follow the rules. He lives at Eighth and E and he sees kids riding to school every day. There is a stop sign there, crossing Eighth. They don't stop. If it was enforced, maybe they would stop. He would also like to see a warning system or a first time offender system where maybe they can go to a class and get that wiped away and learn something. Unfortunately, it falls on the police to do some of the parenting job. He would love to see the rules on the books enforced more strictly and he thinks we could get good things out of the community if that was the case.

Christine Donovan thinks she recognizes the officer who was ticketing the skateboarder from the photo. She is a fabulous person and does an excellent job. She doesn't necessarily think the kid got a bad impression of the police. One of her concerns when she is reading through all the BAC stuff is that no allowance was made for the cost of all this increased biking. A lot of what BAC was doing was going to bring more bikers in. She is wondering if there can be police employees who just monitor bicycling. She also thinks there needs to be a different penalty for the adults who are the really aggravating ones from the 18 and under. She thinks that needs to be explored and she really thinks the adults are the problem. They should know better and they should pay those big fines. The police need more support. Our citizens who have been critical of BAC would be the first ones to get behind the police and say to start enforcing these rules. The bicyclists have pressured the police to pull back. We absolutely need more enforcement. We are letting people know that this is a great place to bike. People are coming here a lot more and they are not being monitored and they are adults and if they are going to do what they do she thinks they should pay the $300. Kids she feels totally differently about, even kids on Orange Avenue sidewalks. She doesn't think they should be treated the same.

Pat Callahan, BAC member, explained that the BAC has supported this because it gives the police officers more tools to work with, more flexibility. We know it is difficult but he believes this will make their task easier and will make enforcement something that is realistic.

Mayor Tanaka pointed out that he will certainly support this. It will make enforcement more likely and more people than not are asking for more enforcement, not less. He pointed out that you cannot selectively enforce. You cannot direct the police to just hit the kids up any more than you can tell them to hit the adults up. He likes the idea that maybe there is a group only for bikes but when he takes a step back his bigger concern is just traffic in general. If he had to pick between the officers doing what they normally do within their normal command structure or from up here as Council members saying that we want to change that, he is not going to do that. He hopes the Police Department is hearing loud and clear that there is at least a perception among a great many of our residents that bicyclists aren't being part of the normal queue of enforcement. He thinks the Council said a couple of months ago that it wanted stepped up enforcement on Third and Fourth and he thinks part of this item before the Council is saying that the public would like to perceive that the bicycle laws are part of what our police officers are routinely enforcing. He has no idea if officers are more or less likely to ticket because it is going to be $350 but he is supporting this because he thinks the potential is likely to go up if they feel it is $50 or $100 on the second offense.

Chief Jon Froomin responded that an officer should be unconcerned with what the bail amount is. They are sworn to uphold the law and to enforce it to change behavior. Certainly the pressure from the community and the Council regarding complaints because of these fines is real. As the City Attorney pointed out, a $25 bicycle helmet fine turns out to be $198. If a parent is asking their 16 year old to pay that fine that is pretty expensive. The Department gets a lot of backlash. Having the lower bail amount should lead to officers feeling more comfortable because there will probably be fewer complaints when the citations are issued.

Councilmember Sandke has every confidence going forward that the police officers will be able to use their discretion as to when they give that ticket and when they don't. If you gave a ticket for every infraction you saw, you would be giving tickets way too often. It would be impossible for them to get much done if all they did was issue tickets. He would encourage the Council to consider adding traffic police who might also be able to double up on enforcement of bicycles. In the downtown area we could even use some senior volunteers. A uniform presence doesn't hurt and it would be a nice way to ambassadorize some reminders. He will clearly support the motion.

MSUC **(Sandke/Downey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE ESTABLISHMENT OF NEW FINES FOR VEHICLE CODE AND CITY ORDINANCE INFRACTIONS COMMITTED BY BICYCLISTS, IN AN EFFORT TO IMPROVE COMPLIANCE AND SAFETY. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8766.**

Councilmember Downey commented that in the interest of moving the last item forward she didn't say everything she had prepared to say. She wants to discuss it because this appears to her as if the statement is that we didn't make it safer by putting in lanes and now we are going to be penalizing them. She will support this because she thinks it will make it safer for everyone but she thinks our bike plan needs to have four parts. It needs to have enforcement but it needs to have

education. It needs to have markings to show people where to go and they know how to follow the rules. And it needs to be based on actual evidence of traffic or safety or those concerns. She does like the option of being able to go to a class for a first ticket. That is the whole education component. She corrects people all over town. She would like to see us add that component in so that the first time you could go to class instead of paying a fine. That is the education component she was going to talk about in the earlier item. She was going to ask Mr. Bailey to help her develop an easy, online quiz or training module where you could be tested. We should be adding that as part of this fee schedule.

Mayor Tanaka pointed out that is in the staff report and Mr. King pointed out that there was an attempt to work with the School District on it. He agrees with Ms. Downey that he doesn't want it to be that much staff time. There are online ways to get rid of your first ticket but they take hours. There are people out there that game systems. So if you do something online you have to do something that is difficult to game. The alternative is to require seat time. He thinks that, to do this right, it would require staff time. It would require us to create that diversion program. He agrees with what Ms. Downey is saying and thinks it would be more effective to either require someone to go to something or to some sort of program or pay a fine or however that is set up and we should accept that some people are just going to pay their fine. He thinks that might be something that is separately considered. This is pretty straight forward in terms of do we want to create this new bail system. Perhaps on Ms. Downey's own initiative or in the revision of the BMP that is perhaps a better place to do something in terms of a first strike.

Ms. Downey will support the motion as is but commented that between her and Mr. Bailey they can come up with an easy 100 question online quiz that would be sufficient for this. We should leave that option in the future.

Mr. Bailey is supportive of these new rates and thinks these other conversations have a lot of merit to them but they should be considered separately.

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

12. **CITY ATTORNEY:** No report.

13. **COMMUNICATIONS - WRITTEN:** None.

14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:01 p.m.

Approved: (Date), 2015

_____
Casey Tanaka, Mayor
City of Coronado

Attest:

_____
Mary L. Clifford
City Clerk

DRAFT

PROCLAMATION: CORONADO LIONS CLUB WHITE CANE DAYS

The Mayor will present the proclamation to members of the Coronado Lions Club.

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CITY OF CORONADO

CALIFORNIA

OFFICE OF THE MAYOR

PROCLAMATION

WHEREAS, Lions International, the largest service organization in the world, a network of 1.35 million men and women in over 200 countries, who have, since 1917, enjoyed working together and dedicating themselves to answering the needs that challenge communities around the world; and

WHEREAS, in the United States, the introduction of the White Cane is attributed to Lion George A. Bonham of the Peoria Lions Club who, in 1930, observed a blind man attempting to cross the street with a black cane that was barely visible to motorists against the dark pavement. The Lion offered to paint the cane white to make it more visible; and

WHEREAS, the Coronado Lions Club, since it was formed 76 years ago, has supported programs and services for people who are blind or visually impaired as well as for sight conservation; and

WHEREAS, the Coronado Lions Club's biggest fundraiser for its efforts for the sight impaired is collections taken during the White Cane Days program; and

WHEREAS, the Coronado Lions Club invites its neighbors to join in their efforts to increase awareness of the use of the white cane, in saving vision, and advocating for people who are blind or visually impaired by donating to its White Cane Days event.

NOW, THEREFORE, I, CASEY TANAKA, by the authority vested in me as the fiftieth Mayor of the City of Coronado, together with the entire City Council of the City of Coronado, do hereby urge all citizens of Coronado to join me in sharing the Lions' concern for our neighbors in need by giving generously to Lions White Cane Days. Every penny will give "The Gift of Sight." I take great pleasure in proclaiming October 23 and 24, 2015 as:

"CORONADO LIONS CLUB WHITE CANE DAYS"

in the City of Coronado.

IN WITNESS THEREOF, I HAVE HEREUNTO SET MY HAND and caused the Seal of the City of Coronado, California to be affixed thereto this 6th day of October 2015.

CASEY TANAKA, MAYOR

ATTEST:

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PROCLAMATION: RIDESHARE MONTH 2015

The Mayor will present the proclamation to SANDAG iCommute Program representative Deborah Jones.

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CALIFORNIA

OFFICE OF THE MAYOR

PROCLAMATION

Whereas, the City of Coronado is committed to increasing awareness of the many transportation choices for the region's employers and commuters; and

Whereas, alternative transportation choices such as carpooling, biking, walking, taking transit, and vanpooling are viable alternatives to driving alone, help reduce traffic congestion, and decrease gasoline consumption and carbon dioxide emmissions; and

Whereas, promotion and support of ridesharing improves the region's economic prosperity and quality of life; and

Whereas, Rideshare Month 2015 celebrates alternative commute choices and encourages employer and commuter participation this month and throughout the year; and

Whereas, San Diego-area employers can help support transportation, parking, and environmental/green goals, improve mobility and air quality in the region, and ease parking and workspace demands by encouraging employees to get there together and try ridesharing; and

Whereas, the City of Coronado supports Rideshare Month for the entire month of October.

Now, Therefore, I, Casey Tanaka, by the power vested in me as fiftieth Mayor of the City of Coronado, together with the City Council of the City of Coronado, proclaim and declare October 2015 to be:

"RIDESHARE MONTH 2015"

in the City of Coronado

In Witness Thereof, I Have Hereunto Set My Hand and caused the Seal of the City of Coronado, California, to be affixed thereto this 6th day of October 2015.

Casey Tanaka, Mayor

Attest:

Mary L. Clifford, City Clerk

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APPROVAL OF READING BY TITLE AND WAIVER OF READING IN FULL OF ORDINANCES ON THIS AGENDA

The City Council waives the reading of the full text of every ordinance contained in this agenda and approves the reading of the ordinance title only.

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Warrant List for
City Council Meeting
October 6, 2015

I hereby certify that the demands listed in the table below and on the attached vendor payment audit report for the City of Coronado and the City of Coronado Acting as the Successor Agency to the Community Development Agency of the City of Coronado are correct and just to the best of my knowledge and conform to the approved budget for Fiscal Year 2015/2016. Money is available in the proper funds to pay these demands.

Agency	Warrant(s)	Voucher(s)
City of Coronado	10109041 - 10109387	V4007430 – V4007505
City of Coronado Acting as the Successor Agency to the Community Development Agency of the City of Coronado	None	None
Voided Warrant(s) and Voucher(s)	None	None

Leslie Suelter
City Treasurer

Approved by the City Council on _____

_____
Mayor

5b

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109041	09/10/15	11009	3M FZZ2077	100550	8251	BOOK SEC. MAINT 15/	0.00	5,351.00
1011	10109042	09/10/15	16918	A.M.S. GLOBAL, INC.	100315	8252	RELEASE BUTTON	0.00	127.58
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	100315	8030	HVAC 7/15	0.00	3,115.00
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	100315	8030	HVAC 8/15	0.00	3,115.00
TOTAL CHECK								0.00	6,230.00
1011	10109047	09/10/15	16605	AIS SPECIALTY PRODU	100316	8560	GRAFFITI RMVL	0.00	362.75
1011	10109047	09/10/15	16605	AIS SPECIALTY PRODU	100312	8255	SHOP SUPPLIES	0.00	439.42
TOTAL CHECK								0.00	802.17
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S EXHIBIT	0.00	4.49
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S EXHIBIT	0.00	13.48
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S EXHIBIT	0.00	20.40
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8505	GEN INT BOOK	0.00	20.41
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	LIBRARY SUPPLIES	0.00	26.75
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	LIBRARY SUPPLIES	0.00	27.10
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8505	GEN INT BOOK	0.00	31.87
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8505	GEN INT BOOK	0.00	41.55
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	LIBRARY SUPPLIES	0.00	22.02
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S EXHIBIT	0.00	49.72
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S PAPER	0.00	58.09
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8560	CHILDREN'S EXHIBIT	0.00	61.75
1011	10109050	09/10/15	17065	AMAZON.COM	100550	8505	GEN INT BOOKS	0.00	102.11
TOTAL CHECK								0.00	479.74
1011	10109051	09/10/15	14216	AMERICAN LIBRARY AS	100550	8560	LIBRARY SUPPLIES	0.00	49.50
1011	10109052	09/10/15	16011	ARROWHEAD SCIENTIFI	100211	8580	EVIDENCE POUCHES	0.00	235.88
1011	10109053	09/10/15	15618	AT&T (CALNET 2)	100550	8320	435-4205 FAX 8/15	0.00	62.93
1011	10109054	09/10/15	15595	AT&T CALNET 2	100211	8320	VESTA EQUIP SEP15 #	0.00	124.00
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100125	8320	LOCAL TELEPHONE EXP	0.00	0.05
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100115	8320	LOCAL TELEPHONE EXP	0.00	0.29
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100115	8320	LOCAL TELEPHONE EXP	0.00	5.34
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100255	8320	RECURR CHGS & TAXES	0.00	11.39
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100370	8320	LOCAL TELEPHONE EXP	0.00	14.74
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100550	8320	LOCAL TELEPHONE EXP	0.00	18.70
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100145	8320	LOCAL TELEPHONE EXP	0.00	18.94
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100255	8320	800 MHZ T1 LINE 7.5	0.00	21.83
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100120	8320	LOCAL TELEPHONE EXP	0.00	7.70
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100311	8320	LOCAL TELEPHONE EXP	0.00	23.49
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100125	8320	LOCAL TELEPHONE EXP	0.00	23.60
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100251	8320	LOCAL TELEPHONE EXP	0.00	31.55
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100251	8320	800 MHZ T1 LINE 12%	0.00	34.93
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100211	8320	LOCAL TELEPHONE EXP	0.00	39.64
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100311	8320	800 MHZ T1 LINE 30%	0.00	87.33
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100251	8320	RECURR CHGS & TAXES	0.00	114.25
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100550	8320	RECURR CHGS & TAXES	0.00	121.13

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100211	8320	800 MHZ T1 LINE 48%	0.00	139.73
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100145	8320	C60-222-3043-777	0.00	204.04
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100311	8320	RECURR CHGS & TAXES	0.00	275.23
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100211	8320	RECURR CHGS & TAXES	0.00	383.79
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	100125	8320	RECURR CHGS & TAXES	0.00	796.84
TOTAL CHECK								0.00	2,374.53
1011	10109056	09/10/15	10179	BAKER & TAYLOR CONT	100550	8505	GEN INT BOOKS	0.00	259.41
1011	10109056	09/10/15	10179	BAKER & TAYLOR CONT	100550	8505	REFERENCE BOOKS	0.00	259.41
TOTAL CHECK								0.00	518.82
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	TEEN BOOKS	0.00	11.76
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	TEEN BOOKS	0.00	13.72
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	TEEN BOOKS	0.00	31.55
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	JUVENILE BOOKS	0.00	36.61
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	JUVENILE BOOKS	0.00	65.36
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	REFERENCE BOOKS	0.00	103.49
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	GEN INT BOOKS	0.00	261.77
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	TEEN BOOKS	0.00	321.64
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	JUVENILE BOOKS	0.00	923.01
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	GEN INT BOOKS	0.00	1,189.77
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	GEN INT BOOKS	0.00	1,200.27
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	GEN INT BOOKS	0.00	1,345.86
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	100550	8505	GEN INT BOOKS	0.00	1,436.46
TOTAL CHECK								0.00	6,941.27
1011	10109060	09/10/15	10213	BLACKIE'S TROPHIES	100550	8560	NAME PLATES	0.00	31.32
1011	10109062	09/10/15	16901	BMC SOFTWARE, INC.	100145	8030	3 YEAR RENEWAL FOR	0.00	2,247.43
1011	10109063	09/10/15	10238	BRODART CO.	100550	8560	DVD CASES	0.00	505.44
1011	10109064	09/10/15	16975	BURKE, WILLIAMS & S	100135	8047	LGL-MIRANDA DISC HR	0.00	521.70
1011	10109064	09/10/15	16975	BURKE, WILLIAMS & S	100135	8047	LGL-MIRANDA DISC HR	0.00	7,849.50
TOTAL CHECK								0.00	8,371.20
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	COPY PAPER	0.00	64.69
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	LIBRARY SUPP-TONER	0.00	68.03
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	OFFICE SUPP-TONER	0.00	83.15
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	THERMAL PAPER ROLLS	0.00	85.13
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	LIB OFFICE SUPPLLIE	0.00	122.02
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8251	COMP SUPP-HARD DRIV	0.00	200.87
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	COPY PAPER	0.00	207.30
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8251	COMP SUPP - PRINTER	0.00	252.71
1011	10109065	09/10/15	14625	BUSINESS PRODUCTS E	100550	8560	COMPUTER SUPP-PRINT	0.00	252.71
TOTAL CHECK								0.00	1,336.61
1011	10109066	09/10/15	10308	CAL-AM WATER (LIBRA	100550	8237	WATER 8/6-9/3	0.00	56.59
1011	10109066	09/10/15	10308	CAL-AM WATER (LIBRA	100550	8237	WATER 7/23-8/21	0.00	58.78
TOTAL CHECK								0.00	115.37
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1108 ORANGE	0.00	571.44

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ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1100 STAR PK	0.00	598.51
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	650 ORANGE	0.00	638.90
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1020 SIXTH ST	0.00	739.07
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1015 SEVENTH ST	0.00	947.08
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1115 SEVENTH ST	0.00	1,397.88
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100316	8237	900 OCEAN BLVD	0.00	1,464.32
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	32 CORO CAYS BLVD I	0.00	1,492.43
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	221 OCEAN BLVD	0.00	1,627.37
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	670 POMONA AVE	0.00	1,936.58
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	102 GRAND CARIBE CS	0.00	2,661.85
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	222 OCEAN BLVD LIBR	0.00	3,033.91
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	99 GR CARIBE CSWY	0.00	3,641.11
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	50 CORO CAYS BL	0.00	4,022.41
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100316	8237	506 OCEAN BLVD	0.00	8.72
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	102 KINGSTON CT-NS	0.00	19.96
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	102 MARDI GRAS	0.00	25.07
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	950 1/2 CNTRY CLB L	0.00	31.20
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	28 PORT OF SPAIN	0.00	42.94
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1138 ADELLA AVE	0.00	58.79
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	31 CORO CAYS BLVD	0.00	76.67
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	502 1/2 -NS GR CARI	0.00	82.30
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	34 1/2 HALF MOON	0.00	82.30
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1017 SEVENTH ST	0.00	86.89
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	45 COR CAY BLVD	0.00	93.55
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	52 CORO CAYS BLVD	0.00	109.37
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	26 CORONADO CAYS BL	0.00	110.41
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1002 ORANGE	0.00	294.93
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	411 1/2 FIRST	0.00	329.18
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1024 SIXTH ST	0.00	339.89
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1308 ORANGE	0.00	425.25
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	350 TENTH ST	0.00	491.71
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	24 CORO CAYS	0.00	503.96
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	870 ORANGE	0.00	543.33
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	912 ORANGE	0.00	554.57
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	100313	8237	1156 ORANGE	0.00	560.19
TOTAL CHECK								0.00	29,644.04
1011	10109070	09/10/15	15660	CAPITAL ONE COMMERC	100251	8415	ST. COFFEE CREAMER	0.00	37.74
1011	10109072	09/10/15	13535	CDW GOVERNMENT CENT	100145	8030	CISCO SMARTNET	0.00	2,599.00
1011	10109073	09/10/15	14297	CENTER POINT LARGE	100550	8505	GEN INT BOOKS	0.00	174.96
1011	10109074	09/10/15	15305	CINTAS CORPORATION	100251	8385	HQ TWL-MAT SVC 0902	0.00	88.98
1011	10109074	09/10/15	15305	CINTAS CORPORATION	100251	8385	CAYS TWL MAT SVC 09	0.00	109.66
TOTAL CHECK								0.00	198.64
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	100115	8560	SUPPLIES - CC	0.00	18.22
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	100125	8561	COPY PAPER - CH	0.00	61.50
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	100125	8561	COPY PAPER - CH	0.00	109.54
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	100125	8561	COPY PAPER - CH	0.00	182.57
TOTAL CHECK								0.00	371.83

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109076	09/10/15	16297	CONCORD TECHNOLOGIE	100145	8030	FAX SVC-ALL DEPTS-A	0.00	120.00
1011	10109077	09/10/15	10431	SAGE PUB/CONGRESSIO	100550	8505	REFERENCE	0.00	212.70
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100550	8590	CLEANING SUPPLIES	0.00	16.83
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100251	8250	E36 BUNGIE CORD	0.00	1.07
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100252	8560	EOC HARDWARE	0.00	1.40
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100251	8540	MISC HARDWARE	0.00	7.21
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100255	8535	BOAT EPOXY	0.00	8.41
1011	10109078	09/10/15	10457	CORONADO HARDWARE	100255	8560	LG BLDG PEST CONTRO	0.00	22.28
TOTAL CHECK								0.00	57.20
1011	10109079	09/10/15	10463	CORONADO LOCK AND K	100211	8560	KEYS	0.00	4.32
1011	10109082	09/10/15	14446	COUNTY OF SAN DIEGO	100252	8030	FY16 UDC MBRSHP	0.00	1,497.08
1011	10109082	09/10/15	14446	COUNTY OF SAN DIEGO	100252	8030	FY16 HIRT MBSP-OES	0.00	40,343.00
TOTAL CHECK								0.00	41,840.08
1011	10109083	09/10/15	PER DIEM	CRAIG, DAVE	100211	6414	POST PER DIEM CRAIG	0.00	174.00
1011	10109084	09/10/15	10528	DATEL SYSTEMS INC	100550	8560	COMP SUP-MONITORS2	0.00	288.80
1011	10109084	09/10/15	10528	DATEL SYSTEMS INC	100550	8560	COMP SUPP-DLT TAPES	0.00	615.60
1011	10109084	09/10/15	10528	DATEL SYSTEMS INC	100550	8560	COMP SUPP-DLT TAPES	0.00	615.60
1011	10109084	09/10/15	10528	DATEL SYSTEMS INC	100550	8560	COMPUTER SUPPLIES	0.00	1,424.52
TOTAL CHECK								0.00	2,944.52
1011	10109085	09/10/15	12841	DUNCAN PRINTING CO.	100550	8560	LIBRARY SUPPLIES	0.00	83.16
1011	10109086	09/10/15	10598	EAGLE NEWSPAPER LLC	100115	8030	3/10 DISPLAY AD	0.00	540.00
1011	10109086	09/10/15	10598	EAGLE NEWSPAPER LLC	100115	8030	3/10 DISPLAY AD	0.00	540.00
TOTAL CHECK								0.00	1,080.00
1011	10109087	09/10/15	10601	EBSCO SUBCRIPTION S	100550	8505	50603 RATE ADJUSTME	0.00	2.20
1011	10109087	09/10/15	10601	EBSCO SUBCRIPTION S	100550	8505	40912 RATE ADJUSTME	0.00	3.30
1011	10109087	09/10/15	10601	EBSCO SUBCRIPTION S	100550	8505	NYT BK REVIEW - LBO	0.00	580.00
TOTAL CHECK								0.00	585.50
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	22.45
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	24.19
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	26.77
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	26.77
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	30.23
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	42.04
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	57.01
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	117.46
1011	10109093	09/10/15	10699	GALE/CENGAGE LEARNI	100550	8505	GEN INT BOOKS	0.00	504.36
TOTAL CHECK								0.00	851.28
1011	10109094	09/10/15	12520	GRAINGER	100313	8560	PPE	0.00	686.54
1011	10109094	09/10/15	12520	GRAINGER	100316	8560	PPE	0.00	686.54
1011	10109094	09/10/15	12520	GRAINGER	100316	8560	PPE	0.00	238.73

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
TOTAL CHECK								0.00	1,611.81
1011	10109096	09/10/15	10817	HYDRO-SCAPE PRODUCT	100312	8255	TURF RUBBER	0.00	20.74
1011	10109096	09/10/15	10817	HYDRO-SCAPE PRODUCT	100313	8560	STRAW WATTLE	0.00	79.06
TOTAL CHECK								0.00	99.80
1011	10109104	09/10/15	16509	KC GRAPHIX	100211	8580	VINYL NAME PLATES	0.00	73.57
1011	10109106	09/10/15	10979	LIFE ASSIST, INC.	100251	8580	EMS SUPPLIES	0.00	73.50
1011	10109106	09/10/15	10979	LIFE ASSIST, INC.	100251	8580	EMS SUPPLIES	0.00	76.47
1011	10109106	09/10/15	10979	LIFE ASSIST, INC.	100251	8580	MORPHINE	0.00	549.66
TOTAL CHECK								0.00	699.63
1011	10109111	09/10/15	13047	MATTHEW BENDER & CO	100550	8505	REFERENCE BOOKS	0.00	415.37
1011	10109113	09/10/15	16425	MUNICIPAL EMERGENCY	100251	8250	NOZZLE COUPLING	0.00	43.81
1011	10109114	09/10/15	16682	MEYERS|NAVE	100135	8047	NVL BSE COR LAFCO	0.00	385.00
1011	10109115	09/10/15	10712	NAPA AUTO PARTS	100314	8250	CREDIT	0.00	-403.76
1011	10109115	09/10/15	10712	NAPA AUTO PARTS	100314	8250	2-5 BRAKE PARTS	0.00	403.76
1011	10109115	09/10/15	10712	NAPA AUTO PARTS	100314	8250	2-5 BRAKE PARTS	0.00	450.66
1011	10109115	09/10/15	10712	NAPA AUTO PARTS	100314	8250	PD BRAKE PARTS	0.00	450.66
TOTAL CHECK								0.00	901.32
1011	10109118	09/10/15	99460000	NUNES, CARLOS	100	4600	PAID TWICE 9111198	0.00	49.00
1011	10109119	09/10/15	15564	OFFICE DEPOT (ACCT.	100550	8590	CLEANER	0.00	8.83
1011	10109119	09/10/15	15564	OFFICE DEPOT (ACCT.	100550	8560	LIB OFFICE SUPPLIES	0.00	55.62
TOTAL CHECK								0.00	64.45
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100312	8560	OFFICE SUPPLIES	0.00	14.03
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLIES	0.00	18.13
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLIES	0.00	36.93
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLIES	0.00	61.53
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLIES	0.00	85.82
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100312	8560	OFFICE SUPPLIES	0.00	117.95
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	SUPPLIES	0.00	120.50
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLY	0.00	150.63
1011	10109121	09/10/15	13718	OFFICE DEPOT (PUBLI	100314	8560	OFFICE SUPPLY	0.00	304.81
TOTAL CHECK								0.00	910.33
1011	10109122	09/10/15	TUITION	O'NEILL, SHANNON	100211	8415	GANGS IN AMERICA	0.00	484.00
1011	10109122	09/10/15	TUITION	O'NEILL, SHANNON	100211	8415	CRIMINAL INTELL	0.00	516.00
TOTAL CHECK								0.00	1,000.00
1011	10109124	09/10/15	16573	OVERDRIVE, INC.	100550	8505	GEN INT EBOOKS	0.00	114.97
1011	10109124	09/10/15	16573	OVERDRIVE, INC.	100550	8505	EBOOK MARC RECORDS	0.00	180.00
1011	10109124	09/10/15	16573	OVERDRIVE, INC.	100550	8505	GEN INT EBOOKS	0.00	606.93
1011	10109124	09/10/15	16573	OVERDRIVE, INC.	100550	8505	GEN INT BOOKS	0.00	898.45
TOTAL CHECK								0.00	1,800.35

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100	5920	9/8 PETTY CASH SHOR	0.00	2.10
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100115	8560	CLIFFORD-COA DOCS	0.00	4.00
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100140	8400	BARCELLO-POSTAGE AR	0.00	6.74
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100145	8415	REED-SNACKS TRNG CL	0.00	64.46
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100142	8415	HR-HEALTHFAIR SNACK	0.00	76.14
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100140	8400	BARCELLO-POSTAGE	0.00	14.19
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100145	8415	LEWTON-PARKING ESRI	0.00	15.00
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100110	8415	LANG-COUNCIL MTG CK	0.00	20.00
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100145	8415	LEWTON-IT MILEAGE	0.00	20.70
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100145	8415	LEWTON-ELECT SUPPLY	0.00	24.10
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100145	8560	LEWTON-ELECT SUPPLY	0.00	26.11
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100140	8560	BARCELLO-CASH LOCKB	0.00	28.33
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	100120	8415	LANG-EOQ CRMY-SNACK	0.00	48.26
TOTAL CHECK								0.00	350.13
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8505	GEN INT - SKELLY	0.00	2.16
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MILEAGE - BELTER	0.00	8.10
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MAIL REIMB - HERRER	0.00	12.65
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8590	JANIT SUPP-ABERIZK	0.00	12.77
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8415	MILEAGE - MORRIS	0.00	15.03
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MILEAGE - BELTER	0.00	17.76
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MILEAGE - SKELLY	0.00	18.23
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	OFFICE SUPP - SKELL	0.00	18.36
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MILEAGE - BELTER	0.00	18.78
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	MILEAGE - BELTER	0.00	30.88
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	COMPUTER SUPP-BELTE	0.00	43.19
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	STAFF MTG/TRNG-ESQU	0.00	45.66
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	OFFICE SUPP-SKELLY	0.00	56.32
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	REIMB (ZOLL) - SKEL	0.00	59.13
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	RIGSBY RETIRMT-SKEL	0.00	59.73
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8415	TRAINING - LUNA	0.00	75.00
1011	10109126	09/10/15	10005	PETTY CASH - LIBRAR	100550	8560	OFFICE SUPP-HOOPER	0.00	93.59
TOTAL CHECK								0.00	587.34
1011	10109127	09/10/15	16546	PREFERRED BATTERIES	100251	8250	4-800MHZ BATTERY	0.00	422.56
1011	10109128	09/10/15	16721	PRO-TECH INDUSTRIES	100312	8255	CAR CARE SUPPLIE	0.00	188.65
1011	10109128	09/10/15	16721	PRO-TECH INDUSTRIES	100312	8255	GRAFFITI REMOVER	0.00	449.11
TOTAL CHECK								0.00	637.76
1011	10109130	09/10/15	11301	QUILL CORPORATION	100251	8560	OFFICE CHAIR JULIE	0.00	168.77
1011	10109130	09/10/15	11301	QUILL CORPORATION	100251	8560	CREDIT CHAIR-BLUE	0.00	-168.77
1011	10109130	09/10/15	11301	QUILL CORPORATION	100251	8560	OFFICE CHAIR JULIE	0.00	168.77
TOTAL CHECK								0.00	168.77
1011	10109131	09/10/15	10987	R W LITTLE COATING	100312	8250	SANDBLAST	0.00	400.00
1011	10109132	09/10/15	11321	RAPHAEL'S PARTY REN	100313	8560	CHAIRS	0.00	181.05
1011	10109135	09/10/15	16974	SAN DIEGO MOBILE NO	100142	8065	LIVESCAN FEE	0.00	45.00
1011	10109136	09/10/15	15636	SATCOM GLOBAL, INC	100311	8320	SIM CARD 7/15	0.00	50.06

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CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	100125	8235	ELEC VEH CHRG STATI	0.00	123.86
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	100125	8235	ELECTRICITY-CH-JUL/	0.00	10,258.66
TOTAL CHECK								0.00	10,382.52
1011	10109138	09/10/15	11429	SDG&E-(LIBRARY ACCT	100550	8236	GAS 7/15-8/13	0.00	60.64
1011	10109140	09/10/15	12530	SHERRILL, INC	100313	8555	SMALL TOOLS	0.00	689.00
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100311	8530	FUEL 8/15	0.00	63.11
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100145	8530	FUEL 8/15	0.00	135.03
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100370	8530	FUEL 8/15	0.00	392.05
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100315	8530	FUEL 8/15	0.00	560.22
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100314	8530	FUEL 8/15	0.00	717.66
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100251	8530	FUEL 8/15	0.00	1,278.79
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100255	8530	FUEL 8/15	0.00	1,732.83
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100316	8530	FUEL 8/15	0.00	2,202.77
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100313	8530	FUEL 8/15	0.00	2,239.73
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100312	8530	FUEL 8/15	0.00	2,743.41
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	100211	8530	FUEL 8/15	0.00	7,324.76
TOTAL CHECK								0.00	19,390.36
1011	10109142	09/10/15	13728	SOUTHWESTERN COLLEG	100251	8560	CPR RPLCMT CARD 053	0.00	10.00
1011	10109144	09/10/15	15454	STANLEY ACCESS TECH	100315	8030	C.H. DOORS	0.00	180.00
1011	10109145	09/10/15	10478	STAPLES ADVANTAGE	100550	8560	LIB OFFICE SUPPLIES	0.00	61.99
1011	10109146	09/10/15	15897	STATEWIDE TRAFFIC S	100316	8560	PPE	0.00	317.10
1011	10109146	09/10/15	15897	STATEWIDE TRAFFIC S	100313	8560	PPE	0.00	317.11
1011	10109146	09/10/15	15897	STATEWIDE TRAFFIC S	100313	8241	LIGHT TOWERS	0.00	860.00
TOTAL CHECK								0.00	1,494.21
1011	10109148	09/10/15	11614	SUPERIOR READY MIX	100312	8255	CONCRETE	0.00	255.07
1011	10109148	09/10/15	11614	SUPERIOR READY MIX	100312	8255	CONCRETE	0.00	368.84
TOTAL CHECK								0.00	623.91
1011	10109152	09/10/15	10916	THE KIPLINGER LETTE	100311	8560	510336381	0.00	99.00
1011	10109154	09/10/15	14572	THE SHERWIN-WILLIAM	100312	8255	PAINT	0.00	40.15
1011	10109154	09/10/15	14572	THE SHERWIN-WILLIAM	100312	8255	EPOXY PAINT	0.00	340.38
TOTAL CHECK								0.00	380.53
1011	10109155	09/10/15	16077	THOMAS INDUSTRIAL W	100251	8250	36/37 WSHR TNK RNTL	0.00	70.00
1011	10109156	09/10/15	11640	TIME WARNER CABLE	100550	8320	LIB INTERNET 8/15	0.00	1,799.00
1011	10109157	09/10/15	17040	TRANSUNION RISK & A	100211	8320	832889 AUG 2015	0.00	11.75
1011	10109158	09/10/15	16889	TRUTH WINDOW CLEANI	100312	8030	HOT SPOT CLEANING	0.00	925.00
1011	10109158	09/10/15	16889	TRUTH WINDOW CLEANI	100312	8030	HOT SPOT CLEANING	0.00	925.00
1011	10109158	09/10/15	16889	TRUTH WINDOW CLEANI	100312	8030	HOT SPOT	0.00	925.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109158	09/10/15	16889	TRUTH WINDOW CLEANI	100312	8030	HOT SPOT CLEANING	0.00	1,850.00
1011	10109158	09/10/15	16889	TRUTH WINDOW CLEANI	100315	8030	PLAYSET CLEANING	0.00	3,310.00
TOTAL CHECK								0.00	7,935.00
1011	10109159	09/10/15	11673	UNDERGROUND SERVICE	100312	8030	MARK OUTS	0.00	79.50
1011	10109160	09/10/15	11700	UNIVERSITY BLANKET	100315	8252	FLAGS	0.00	280.80
1011	10109160	09/10/15	11700	UNIVERSITY BLANKET	100315	8252	FLAGS	0.00	2,025.00
TOTAL CHECK								0.00	2,305.80
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100110	8415	AIRFARE TO CONF-SAN	0.00	225.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100110	8415	AIRFARE TO CONF-DOW	0.00	281.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100110	8415	LOCC ANN CONF-SANDK	0.00	500.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100110	8415	LOCC ANN CONF-DOWNE	0.00	500.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100550	8560	CHILDREN'S SUPPLIES	0.00	26.94
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100550	8400	POSTAGE METER 8/15	0.00	29.69
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100120	8390	MAILING OF CURRENTS	0.00	2,527.13
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100120	8415	BK HOTEL-DOF HRG	0.00	223.88
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100120	8415	BK AIRFARE-DOF HRG	0.00	556.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100120	8415	CM PARKING-CONFEREN	0.00	8.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100120	8415	CM LUNCH-MARK PORTE	0.00	41.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100145	8415	LUNCH-INTRVW PANEL	0.00	87.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100145	8320	TIME WARNER TV SVC	0.00	95.27
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100145	8415	MISAC AWARD APP FEE	0.00	100.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	100145	8560	AMAZON SHPNG MEMSHP	0.00	106.92
TOTAL CHECK								0.00	5,307.83
1011	10109162	09/10/15	12703FIR	VERIZON WIRELESS	100251	8030	HCFA MDCS 2015-8	0.00	495.14
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100312	8320	CELL PHONE 8/15	0.00	304.43
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100313	8320	CELL PHONE 8/15	0.00	326.28
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100314	8320	CELL PHONE 8/15	0.00	406.30
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100316	8320	CELL PHONE 8/15	0.00	58.15
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100315	8320	CELL PHONE 8/15	0.00	189.59
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	100311	8320	CELL PHONE 8/15	0.00	245.00
TOTAL CHECK								0.00	1,529.75
1011	10109164	09/10/15	11723	THE VIDEO STORE SHO	100550	8560	LIB SUPPLIES-AV ROO	0.00	31.48
1011	10109165	09/10/15	11732	VORTEX INDUSTRIES,	100315	8030	C.H. DOORS	0.00	472.00
1011	10109165	09/10/15	11732	VORTEX INDUSTRIES,	100315	8030	HES BLDG ROLL UP	0.00	1,012.00
TOTAL CHECK								0.00	1,484.00
1011	10109166	09/10/15	16997	WORLD ADVANCEMENT O	100251	8030	2015-8 ONSCENE SVC	0.00	449.65
1011	10109167	09/10/15	11756	WEST COAST ARBORIST	100313	8030	TREE TRIMMING	0.00	1,879.03
1011	10109167	09/10/15	11756	WEST COAST ARBORIST	100313	8030	TREE TRIMMING	0.00	17,064.68
TOTAL CHECK								0.00	18,943.71
1011	10109169	09/10/15	13279	WITTMAN ENTERPRISES	100251	8030	AUG-15 AMBULANCE BI	0.00	2,860.00
1011	10109170	09/10/15	11808	ZEP MANUFACTURING C	100314	8530	CHEMICALS	0.00	150.10

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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109174	09/17/15	15972	12MILESOUT.COM	100122	8030	VIDEO STREAMING-AUG	0.00	1,200.00
1011	10109176	09/17/15	10068	AGRICULTURAL PEST C	100315	8030	CH SPIDER TRMNT	0.00	110.00
1011	10109176	09/17/15	10068	AGRICULTURAL PEST C	100316	8030	RAT/MICE-OCEAN BLVD	0.00	350.00
TOTAL CHECK								0.00	460.00
1011	10109177	09/17/15	PER DIEM	AGUIRRE, DANNY	100211	8414	PERDIEM DA MTOR ACA	0.00	957.00
1011	10109179	09/17/15	15022	AIS-AMERICAN INTERN	100145	8321	INTERNET SVC-OCT 15	0.00	1,087.60
1011	10109182	09/17/15	16890	AMERICAN MESSAGING	100251	8030	HCFA PAGERS 2015-9	0.00	139.88
1011	10109183	09/17/15	16067	ARENSON OFFICE FURN	100252	9041	SEE QUOTE #5036: PE	0.00	1,121.47
1011	10109187	09/17/15	15595	AT&T CALNET 2	100316	8320	6194356805692 BEACH	0.00	1.61
1011	10109187	09/17/15	15595	AT&T CALNET 2	100313	8320	C602223431777 PARK	0.00	2.76
1011	10109187	09/17/15	15595	AT&T CALNET 2	100313	8320	6194376091628 PARK	0.00	40.11
1011	10109187	09/17/15	15595	AT&T CALNET 2	100315	8320	6194377129630 ROTAR	0.00	120.93
1011	10109187	09/17/15	15595	AT&T CALNET 2	100311	8320	C602222153777 PS	0.00	179.43
TOTAL CHECK								0.00	344.84
1011	10109190	09/17/15	16812	BOCARIO/RIVERMOUTH	100211	8560	PD BALL CAPS	0.00	369.90
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100316	8560	BOOTS	0.00	175.00
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100314	8560	BOOTS	0.00	251.04
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100370	8415	BOOTS	0.00	251.96
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100313	8560	BOOTS	0.00	50.00
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100315	8560	BOOTS	0.00	577.68
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100312	8560	BOOTS	0.00	578.60
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	100313	8560	BOOTS	0.00	652.32
TOTAL CHECK								0.00	2,536.60
1011	10109193	09/17/15	10310	CAL-AM WATER (FIRE	100251	8237	HQ SPRINKLERS 2015-	0.00	28.96
1011	10109193	09/17/15	10310	CAL-AM WATER (FIRE	100255	8237	LG SPRINKLERS 2015-	0.00	28.96
1011	10109193	09/17/15	10310	CAL-AM WATER (FIRE	100251	8237	HQ H2O 2015-8	0.00	210.59
TOTAL CHECK								0.00	268.51
1011	10109194	09/17/15	10304	CAL-AM WATER (POLIC	100211	8237	FIRE SPRINK SEP 15	0.00	56.59
1011	10109194	09/17/15	10304	CAL-AM WATER (POLIC	100213	8237	ACF AUG 2015 #2	0.00	87.43
TOTAL CHECK								0.00	144.02
1011	10109196	09/17/15	10345	CALIFORNIA UNIFORMS	100211	8560	MANSKER-NAME PLATE	0.00	17.28
1011	10109197	09/17/15	16871	CARQUEST AUTO PARTS	100313	8530	COOLANT STOCK	0.00	77.50
1011	10109197	09/17/15	16871	CARQUEST AUTO PARTS	100316	8250	14-1 COOLANT	0.00	144.37
TOTAL CHECK								0.00	221.87
1011	10109198	09/17/15	13535	CDW GOVERNMENT CENT	100145	8560	ESET FILE	0.00	301.02
1011	10109199	09/17/15	15731	CHEVRON AND TEXACO	100211	8530	FUEL	0.00	360.65

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CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109200	09/17/15	16764	CHRISTOPHER F. MILN	100212	8030	9123828,11312228,11	0.00	45.00
1011	10109201	09/17/15	15305	CINTAS CORPORATION	100251	8385	CAYS TWL SVC 090915	0.00	43.55
1011	10109201	09/17/15	15305	CINTAS CORPORATION	100251	8385	HQ TWL SVC 090915	0.00	50.27
TOTAL CHECK								0.00	93.82
1011	10109202	09/17/15	11391	CITY OF SAN DIEGO	100314	8030	2-9 LIGHT BAR	0.00	481.52
1011	10109202	09/17/15	11391	CITY OF SAN DIEGO	100314	8030	2-6R LIGHTS	0.00	524.81
1011	10109202	09/17/15	11391	CITY OF SAN DIEGO	100314	8030	2-18 LIGHTS	0.00	546.47
1011	10109202	09/17/15	11391	CITY OF SAN DIEGO	100314	8030	7-24 LIGHT BAR	0.00	1,521.98
TOTAL CHECK								0.00	3,074.78
1011	10109203	09/17/15	16972	COASTAL DISTRIBUTIN	100314	8530	LUBRICANT	0.00	152.85
1011	10109204	09/17/15	15321	COMMERCIAL FLEET SE	100314	8030	8-1 SUSPENSION	0.00	364.15
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	100140	8560	OFFICE SUPPLIES	0.00	7.38
1011	10109207	09/17/15	16877	CONSOLIDATED ELECTR	100315	8252	ELEC PARTS	0.00	257.29
1011	10109210	09/17/15	11399	COUNTY OF SAN DIEGO	100311	8560	ASSESSOR ROLL COPY	0.00	352.24
1011	10109211	09/17/15	11400	COUNTY OF SAN DIEGO	100212	8030	COURT FEES AUG 2015	0.00	4,355.00
1011	10109212	09/17/15	16507	DANNY'S AUTO BODY &	100314	8030	13-6 DETAIL	0.00	250.00
1011	10109214	09/17/15	10551	DIAMOND ENVIRONMENT	100315	8030	PRT SVC	0.00	7,221.90
1011	10109215	09/17/15	10598	EAGLE NEWSPAPER LLC	100311	8560	RFB AD	0.00	60.00
1011	10109216	09/17/15	14333	ELITE SHOW SERVICES	100212	8030	BEACH PATROL8/21-8/	0.00	391.68
1011	10109216	09/17/15	14333	ELITE SHOW SERVICES	100212	8030	BEACH PATROL8/24-8/	0.00	408.00
TOTAL CHECK								0.00	799.68
1011	10109218	09/17/15	10634	EWING IRRIGATION PR	100313	8255	IRRIGATION PARTS	0.00	304.14
1011	10109218	09/17/15	10634	EWING IRRIGATION PR	100313	8255	IRRIGATION PARTS	0.00	812.35
TOTAL CHECK								0.00	1,116.49
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	135.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	155.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	155.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	155.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	170.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100312	8030	STREET LIGHTS	0.00	492.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100315	8030	NEW SENSOR BATH	0.00	195.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100315	8030	NEW CONTROLLER	0.00	238.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100315	8030	NEW CIRCUITS	0.00	336.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100315	8030	POLE LIGHT CENT. PA	0.00	360.00
1011	10109219	09/17/15	12323	FARNUM ELECTRIC	100311	8570	ON CALL WORK 4TH	0.00	2,100.00
TOTAL CHECK								0.00	4,491.00
1011	10109220	09/17/15	12208	FERGUSON ENTERPRISE	100315	8252	URINALS	0.00	801.12

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CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109221	09/17/15	15539	GLOBAL POWER GROUP,	100315	8030	PM GENERATOR STN 37	0.00	122.50
1011	10109221	09/17/15	15539	GLOBAL POWER GROUP,	100315	8030	STN 36 PM SVC	0.00	239.75
1011	10109221	09/17/15	15539	GLOBAL POWER GROUP,	100315	8030	PS GENERATOR PM SVC	0.00	506.25
TOTAL CHECK								0.00	868.50
1011	10109222	09/17/15	17052	GOVT STAFFING SERVI	100370	8030	ACCT TECH-MARTINET	0.00	70.00
1011	10109222	09/17/15	17052	GOVT STAFFING SERVI	100140	8030	ACCT TECH-MARTINET	0.00	2,467.50
TOTAL CHECK								0.00	2,537.50
1011	10109225	09/17/15	10759	HAAKER EQUIPMENT CO	100312	8250	3-8R PART	0.00	725.51
1011	10109226	09/17/15	PER DIEM	HAMILTON, DARREN	100211	8414	PERDIEM DH MTOR ACA	0.00	957.00
1011	10109227	09/17/15	10766	HANDY METAL MART	100314	8250	METAL LG	0.00	45.95
1011	10109228	09/17/15	15744	HD SUPPLY	100312	9045	VIBRAPLATE	0.00	2,052.00
1011	10109230	09/17/15	10848	INDUSTRIAL METAL SU	100314	8250	JET SKI TRAILER ALU	0.00	153.36
1011	10109231	09/17/15	16987	IPS GROUP INC	100212	8030	METERS AUG 2015	0.00	296.81
1011	10109235	09/17/15	14745	JGC GOVERNMENT RELA	100110	8030	ADVOCACY FEE-AUG '1	0.00	4,000.00
1011	10109237	09/17/15	16473	KRONOS, INC.	100145	8030	WORKFRCE READY PROD	0.00	1,570.28
1011	10109238	09/17/15	13577	LEWTON, BRIAN	100145	8321	TIME WARNER REIMBUR	0.00	49.99
1011	10109240	09/17/15	PER DIEM	MANSKER, AARON	100211	8414	POST PERDIEM AM FTO	0.00	336.00
1011	10109241	09/17/15	PER DIEM	MCGEHEE, DAN	100211	8414	POST PERDIEM DM FTO	0.00	336.00
1011	10109243	09/17/15	11123	NATIONAL CITY AUTO	100314	8250	13-5 DOOR REPAIR	0.00	95.00
1011	10109244	09/17/15	16570	NATIONAL PETROLEUM	100314	8530	OIL	0.00	89.29
1011	10109245	09/17/15	14714	NET TRANSCRIPTS	100211	8065	2015-1677	0.00	115.47
1011	10109247	09/17/15	13718	OFFICE DEPOT (PUBLI	100311	8560	OFFICE SUPPLIES	0.00	14.89
1011	10109248	09/17/15	11160	OFFICE DEPOT	100211	8561	OFFICE SUPPLIES	0.00	18.14
1011	10109248	09/17/15	11160	OFFICE DEPOT	100211	8561	OFFICE SUPPLIES	0.00	36.78
1011	10109248	09/17/15	11160	OFFICE DEPOT	100211	8561	OFFICE SUPPLIES	0.00	91.54
TOTAL CHECK								0.00	146.46
1011	10109249	09/17/15	EE REIMB	O'MALLEY, PAT	100211	8030	RANGE FEES 09/04/15	0.00	113.00
1011	10109251	09/17/15	15312	PERRY OF NATIONAL C	100314	8250	SHOP	0.00	3.98
1011	10109251	09/17/15	15312	PERRY OF NATIONAL C	100314	8250	8-1R SENSOR	0.00	43.07
TOTAL CHECK								0.00	47.05
1011	10109252	09/17/15	12517	PMW ASSOCIATES INC	100211	8414	HARASS PREV TRAININ	0.00	3,300.00

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CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109253	09/17/15	15338	POSTAL UNLIMITED	100311	8560	POSTAGE	0.00	60.71
1011	10109254	09/17/15	11272	POWERSTRIDE BATTERY	100314	8250	5391 BATTERY	0.00	313.97
1011	10109254	09/17/15	11272	POWERSTRIDE BATTERY	100314	8250	5391 BATTERY	0.00	313.97
TOTAL CHECK								0.00	627.94
1011	10109255	09/17/15	15136	PSOMAS	100	2072	PC2015-09 FINAL MAP	0.00	880.00
1011	10109257	09/17/15	16835	QUALITY LIFT TRUCKS	100314	8030	8-5 LIFT	0.00	770.18
1011	10109258	09/17/15	11301	QUILL CORPORATION	100251	8560	PEN REFILL	0.00	3.77
1011	10109258	09/17/15	11301	QUILL CORPORATION	100251	8560	OFFICE SUPPLIES	0.00	63.13
1011	10109258	09/17/15	11301	QUILL CORPORATION	100252	8560	EOC OFFICE SUPPLIES	0.00	85.75
1011	10109258	09/17/15	11301	QUILL CORPORATION	100252	8560	EOC BOXES	0.00	131.69
TOTAL CHECK								0.00	284.34
1011	10109259	09/17/15	16124	RAYNE	100211	8415	PD DRINK WATER SEPT	0.00	109.50
1011	10109260	09/17/15	11306	RCP BLOCK & BRICK,	100312	8255	WALKWAY REPAIR	0.00	19.44
1011	10109261	09/17/15	11334	REGIONAL TRAINING C	100120	8415	CM 15/16 CCMA DUES	0.00	750.00
1011	10109261	09/17/15	11334	REGIONAL TRAINING C	100120	8415	ACM 15/16 CCMA DUES	0.00	750.00
TOTAL CHECK								0.00	1,500.00
1011	10109264	09/17/15	EE REIMB	RICHARD SANDOVAL	100312	8415	A1-ENGINE REPAIR	0.00	71.00
1011	10109264	09/17/15	EE REIMB	RICHARD SANDOVAL	100312	8415	A4-SUSPENSION & STE	0.00	71.00
TOTAL CHECK								0.00	142.00
1011	10109266	09/17/15	11426	SDG&E-(FIRE SRV ACC	100251	8236	CAYS GAS 2015-8	0.00	50.82
1011	10109266	09/17/15	11426	SDG&E-(FIRE SRV ACC	100251	8235	CAYS ELEC 2015-8	0.00	984.45
TOTAL CHECK								0.00	1,035.27
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100315	8236	NG 7/15-8/13/15	0.00	4.70
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100311	8236	NG 7/15-8/13/15	0.00	5.29
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100316	8236	NG 7/15-8/13/15	0.00	5.88
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100314	8236	NG 7/15-8/13/15	0.00	6.47
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	3251 HWY 75	0.00	8.08
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	549 3RD ST	0.00	8.36
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	1291 RH DANA	0.00	7.81
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8236	NG 7/15-8/13/15	0.00	11.17
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100314	8530	CNG 7/15-8/13/15	0.00	28.94
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	1030 STAR PK	0.00	31.97
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	1651 STRAND WAY	0.00	73.92
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	ELEC 7/15-8/13/15	0.00	262.91
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	1124 ADELLA	0.00	335.25
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100315	8235	ELEC 7/15-8/13/15	0.00	452.03
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100311	8235	ELEC 7/15-8/13/15	0.00	508.54
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100316	8235	ELEC 7/15-8/13/15	0.00	565.04
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100314	8235	ELEC 7/15-8/13/15	0.00	621.55
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100312	8236	NG 7/15-8/13/15	0.00	12.34
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	ELEC 7/15-8/13/15	0.00	113.69

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	ELEC 7/15-8/13/15	0.00	1,073.58
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	ELEC 7/15-8/13/15	0.00	1,186.59
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	1050 ORANGE	0.00	2,507.11
TOTAL CHECK								0.00	7,831.22
1011	10109270	09/17/15	11504	SHRED-IT SAN DIEGO	100251	8030	XTRA SHREDDING 2015	0.00	39.51
1011	10109271	09/17/15	17043	SHRED-IT USA	100211	8241	SHRED SVC SEPT 2015	0.00	92.91
1011	10109274	09/17/15	11557	SOUTHWEST SIGNAL SE	100312	8030	1ST/ORANGE	0.00	90.00
1011	10109276	09/17/15	10316	ST OF CA DEPT OF JU	100216	8065	LIVESCAN AUG 2015	0.00	354.00
1011	10109277	09/17/15	15897	STATEWIDE TRAFFIC S	100312	8255	SIGNS	0.00	331.13
1011	10109277	09/17/15	15897	STATEWIDE TRAFFIC S	100312	8255	FLOOD SIGNS	0.00	541.62
1011	10109277	09/17/15	15897	STATEWIDE TRAFFIC S	100312	8255	TRAFFIC CONTROL	0.00	1,933.20
TOTAL CHECK								0.00	2,805.95
1011	10109279	09/17/15	15907	SUPERIOR CLEANING E	100312	8250	3-30 POWERWASH	0.00	125.00
1011	10109279	09/17/15	15907	SUPERIOR CLEANING E	100315	8252	PM PWR WASH STN	0.00	125.00
TOTAL CHECK								0.00	250.00
1011	10109280	09/17/15	11614	SUPERIOR READY MIX	100312	8255	CONCRETE	0.00	439.53
1011	10109280	09/17/15	11614	SUPERIOR READY MIX	100312	8255	CONCRETE	0.00	472.72
TOTAL CHECK								0.00	912.25
1011	10109281	09/17/15	16735	SWIFT SLIP DOCK & P	100	2071	38 THE POINT REFUND	0.00	88.81
1011	10109281	09/17/15	16735	SWIFT SLIP DOCK & P	100	2071	48 SPINNAKER REFUND	0.00	97.25
TOTAL CHECK								0.00	186.06
1011	10109283	09/17/15	10981	THE LIGHTHOUSE INC.	100313	8250	5-8 LIGHT SWITCH	0.00	39.94
1011	10109283	09/17/15	10981	THE LIGHTHOUSE INC.	100314	8250	LG RANGER	0.00	145.80
TOTAL CHECK								0.00	185.74
1011	10109284	09/17/15	12777	THE MESSENGER COMPA	100	2072	PC2014-17 SUBMTL #2	0.00	27.44
1011	10109285	09/17/15	16889	TRUTH WINDOW CLEANI	100315	8030	CLEAN PLAYSTATIONS	0.00	3,310.00
1011	10109285	09/17/15	16889	TRUTH WINDOW CLEANI	100312	8030	PWR WASH 7/15	0.00	10,475.00
TOTAL CHECK								0.00	13,785.00
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8560	HCFA STAT RPTS BIND	0.00	5.98
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	A-SHFT CRW BRIEF RF	0.00	8.59
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8535	STUCCO DUCT TAPE	0.00	8.61
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	MEAL-STRIKE TEAM	0.00	13.97
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8250	FLUSH ADAPTOR PWC	0.00	15.50
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8535	CYALUME REFLECTV TA	0.00	21.25
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	FUEL-CTY VEH-STRK T	0.00	24.00
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8560	RITE IN RAIN PAPER	0.00	35.31
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8320	IPHONE CHARGER-5304	0.00	36.72
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8560	RECHRGBL BATT PORT	0.00	39.46
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8400	SHIP RADIO COMM SYS	0.00	49.24
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8250	E36 FLSHLGHT BATT,S	0.00	51.84

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8530	FUEL-CITY VEHICLE	0.00	53.06
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	FUEL-CTY VEH-STRK T	0.00	56.66
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8530	FUEL-CITY VEHICLE	0.00	61.26
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	C-SHFT CRW BRIEF ME	0.00	74.01
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8400	STAMPS-CUSTOMR SRV	0.00	99.85
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100255	8560	RESCUE BOARD STRAPS	0.00	103.65
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	A-SHFT CRW BRIEF ME	0.00	114.86
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	SDCFCA MMBRSHPS-3+3	0.00	150.00
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8415	BLOOD-2015 CFCA CON	0.00	350.00
1011	10109287	09/17/15	14225	US BANK (IMPAC GOV	100251	8251	15 AED PADS,3 AED B	0.00	1,499.40
TOTAL CHECK								0.00	2,873.22
1011	10109289	09/17/15	11732	VORTEX INDUSTRIES,	100315	8030	DOOR REPAIR PS	0.00	295.00
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	PD A/C REPAIR	0.00	198.00
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	PD A/C SVR ROOM	0.00	362.50
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	C.H. A/C REPAIR	0.00	380.51
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	CC/REC A/C REPAIR	0.00	565.90
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	LIBRARY A/C REPAIR	0.00	779.76
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	A/C PS BRKRM	0.00	1,255.55
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	C.H. A/C REPAIR CHA	0.00	1,340.05
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	STN 36 AC COMPRESSO	0.00	2,466.45
1011	10109294	09/24/15	17116	ACCO ENGINEERED SYS	100315	8030	STN 36 A/C REPAIR	0.00	6,944.95
TOTAL CHECK								0.00	14,293.67
1011	10109296	09/24/15	17074	ADVANTECH GS ENTERP	100370	8030	G RENDANO AUG SVCS	0.00	18,480.00
1011	10109297	09/24/15	10068	AGRICULTURAL PEST C	100125	8252	RAT/MICE CONTROL -	0.00	60.00
1011	10109298	09/24/15	10071	AIRGAS USA, LLC	100251	8580	2015-9 O2 TNK RNTL	0.00	306.99
1011	10109302	09/24/15	11209	AT&T/MCI (CITY MGR)	100125	8320	C60-222-2148-777	0.00	351.78
1011	10109305	09/24/15	10303	CAL-AM WATER (CITY	100125	8237	CH WATER - SEPT '15	0.00	56.59
1011	10109305	09/24/15	10303	CAL-AM WATER (CITY	100125	8237	IRRIGATION - AUG '1	0.00	397.15
1011	10109305	09/24/15	10303	CAL-AM WATER (CITY	100125	8237	CH WATER - AUG '15	0.00	1,076.39
TOTAL CHECK								0.00	1,530.13
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	1040 POMONA AVE	0.00	8.72
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	125 ALAMEDA	0.00	8.72
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	1500 THIRD ST	0.00	200.36
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100314	8237	101 B AVE	0.00	227.44
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	"1395 FIRST ST 6""	0.00	17.79
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100314	8237	101 B AVE FIRE	0.00	28.96
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	5098 SLV STND BLVD	0.00	37.32
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	6000 SILVER STND BL	0.00	267.83
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	336 ORANGE	0.00	380.27
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	560 ORANGE	0.00	498.34
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	240 ORANGE	0.00	543.33
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	436 ORANGE	0.00	582.67
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	166 ORANGE	0.00	605.16
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	730 ORANGE AVE	0.00	655.76

FINANCE PLUS
DATE: 09/29/2015
TIME: 08:40:44

CITY OF CORONADO
CHECK REGISTER - BY FUND

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	720 4TH	0.00	711.98
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	265 I AVE	0.00	801.93
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	111 B AVE	0.00	829.01
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	920 BAY CR	0.00	918.97
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	740 GUADALUPE AVE	0.00	1,093.26
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	1651 STRAND WAY	0.00	1,212.35
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	1975 STRAND WAY	0.00	1,498.06
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	100313	8237	1120 SIXTH ST	0.00	1,661.10
TOTAL CHECK								0.00	12,789.33
1011	10109309	09/24/15	15660	CAPITAL ONE COMMERC	100255	8560	WATER & LAUNDRY SPP	0.00	71.93
1011	10109310	09/24/15	15660	CAPITAL ONE COMMERC	100251	8415	STATION COFFEE	0.00	99.90
1011	10109312	09/24/15	14989	CLIFFORD, MARY	100115	8415	MILEAGE REIMB-CLIFF	0.00	117.12
1011	10109312	09/24/15	14989	CLIFFORD, MARY	100115	8415	HOTEL-CLERK TRAININ	0.00	250.86
TOTAL CHECK								0.00	367.98
1011	10109313	09/24/15	16976	CODE 4 LIVE SCAN	100142	8065	LIVESCAN ROLLING FE	0.00	72.00
1011	10109314	09/24/15	10753	COMPLETE OFFICE (GR	100125	8561	COPY PAPER - CH	0.00	164.16
1011	10109314	09/24/15	10753	COMPLETE OFFICE (GR	100140	8560	OFFICE SUPPLIES	0.00	9.81
1011	10109314	09/24/15	10753	COMPLETE OFFICE (GR	100140	8560	OFFICE SUPPLIES	0.00	70.70
TOTAL CHECK								0.00	244.67
1011	10109316	09/24/15	PER DIEM	CRAIG, DAVE	100211	8414	POSTPD-DCRAIG SUPER	0.00	174.00
1011	10109317	09/24/15	16756	CRYSTAL CLEAN CAR W	100212	8250	AUG 2015 CARWASH	0.00	130.00
1011	10109318	09/24/15	14522	DELL MARKETING L.P.	100145	8560	DISPLAY & ADAPTER	0.00	230.58
1011	10109326	09/24/15	12520	GRAINGER	100315	8252	HAND DRYER	0.00	434.57
1011	10109326	09/24/15	12520	GRAINGER	100313	8560	PPE	0.00	452.05
1011	10109326	09/24/15	12520	GRAINGER	100313	8560	PPE	0.00	530.40
1011	10109326	09/24/15	12520	GRAINGER	100313	8560	PPE	0.00	553.16
1011	10109326	09/24/15	12520	GRAINGER	100316	8560	PPE	0.00	553.16
1011	10109326	09/24/15	12520	GRAINGER	100316	8560	PPE	0.00	861.46
1011	10109326	09/24/15	12520	GRAINGER	100316	8560	PPE	0.00	226.02
1011	10109326	09/24/15	12520	GRAINGER	100316	8560	BADGE HOLDER	0.00	13.61
1011	10109326	09/24/15	12520	GRAINGER	100316	8560	KEY BOX	0.00	33.22
1011	10109326	09/24/15	12520	GRAINGER	100314	8560	PPE	0.00	51.28
TOTAL CHECK								0.00	3,708.93
1011	10109327	09/24/15	10752	GROSSMAN PSYCHOLOGI	100142	8065	POST PSYCH EXAMS	0.00	550.00
1011	10109327	09/24/15	10752	GROSSMAN PSYCHOLOGI	100142	8065	POST PSYCH EXAMS	0.00	825.00
TOTAL CHECK								0.00	1,375.00
1011	10109328	09/24/15	17120	HANG 10 SHAVED ICE	100251	8535	OH15 SHAVED ICE	0.00	425.00
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100313	8560	RETURN ITEMS	0.00	-96.50
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100314	8560	SPRAY GRIP	0.00	38.62
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8560	RED PAINT	0.00	50.87

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	PATCH JOB	0.00	56.98
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100314	8555	EXTENSION CORDS	0.00	94.89
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100315	8252	PARKS OFFICE	0.00	133.62
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	GREY CURB PAIN	0.00	139.02
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100313	8560	BMP SUPPLIES	0.00	184.58
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	CONCRETE	0.00	189.00
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	MARINA SIGN REPAIR	0.00	217.61
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100311	8570	SYMPHONY EVENT ITEM	0.00	249.52
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	SIGN SHOP MATERIALS	0.00	290.64
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100312	8255	TARPS	0.00	358.57
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	100316	8560	PORTABLE AC UNIT	0.00	538.92
TOTAL CHECK								0.00	2,446.34
1011	10109332	09/24/15	13527	IPM LITHOGRAPHICS,	100251	8535	2015- OH FLYERS	0.00	308.88
1011	10109332	09/24/15	13527	IPM LITHOGRAPHICS,	100140	8560	WINDOW ENVELOPES	0.00	131.76
TOTAL CHECK								0.00	440.64
1011	10109338	09/24/15	12867	LIEBERT CASSIDY WHI	100142	8415	LIEBERT LIB SUBSCRP	0.00	895.50
1011	10109339	09/24/15	12855	BRUGGEMA,JR, ROBERT	100251	8535	2015 OH LIL FIRE TR	0.00	500.00
1011	10109342	09/24/15	16556	MOTOPORT USA	100212	8560	MOTOR JACKET/PANTS	0.00	1,521.48
1011	10109343	09/24/15	11919	NATIONAL SAFETY COM	100142	8065	RANDOM DRUG SCREEN	0.00	452.36
1011	10109344	09/24/15	16989	NEXLEVEL INFORMATIO	100145	8030	CONSULTANT-LANG	0.00	2,700.00
1011	10109345	09/24/15	15137	OFFICE DEPOT (ACCT	100370	8560	SCISSORS	0.00	7.55
1011	10109345	09/24/15	15137	OFFICE DEPOT (ACCT	100140	8560	OFFICE SUPPLIES	0.00	8.63
1011	10109345	09/24/15	15137	OFFICE DEPOT (ACCT	100140	8560	OFFICE SUPPLIES	0.00	43.35
1011	10109345	09/24/15	15137	OFFICE DEPOT (ACCT	100140	8560	OFFICE SUPPLIES	0.00	58.48
TOTAL CHECK								0.00	118.01
1011	10109346	09/24/15	11160	OFFICE DEPOT	100211	8561	OFFICE SUPPLIES	0.00	21.27
1011	10109346	09/24/15	11160	OFFICE DEPOT	100211	8561	OFFICE SUPPLIES	0.00	36.07
TOTAL CHECK								0.00	57.34
1011	10109347	09/24/15	11175	OPTIMIST CLUB OF CO	100211	8415	FROOMIN OPTIMIST DU	0.00	125.00
1011	10109347	09/24/15	11175	OPTIMIST CLUB OF CO	100251	8415	BLOOD OPTIMIST DUES	0.00	125.00
TOTAL CHECK								0.00	250.00
1011	10109349	09/24/15	17112	PROMOTIONAL VIP GRO	100251	8535	OH ROCK WALL BAL 20	0.00	1,362.50
1011	10109350	09/24/15	11301	QUILL CORPORATION	100252	8560	EOC OFFICE SUPPLIES	0.00	5.09
1011	10109351	09/24/15	11334	REGIONAL TRAINING C	100142	8415	LCW CONSORTIUM FEE	0.00	1,779.00
1011	10109353	09/24/15	13062	SAN DIEGO CITY SCHO	100142	8065	LIVESCAN FEE	0.00	20.00
1011	10109353	09/24/15	13062	SAN DIEGO CITY SCHO	100142	8065	LIVESCAN FEE	0.00	40.00
TOTAL CHECK								0.00	60.00
1011	10109354	09/24/15	16736	SAN DIEGO CONSTRUCT	100315	8030	LIB COFFEE CART	0.00	4,595.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109357	09/24/15	16198	SDCIAA	100211	8414	TUITION GOOD SDCIAA	0.00	100.00
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	LS1B STLTS D	0.00	49.29
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	100313	8235	ELEC 7/22/15-8/20/1	0.00	181.06
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	100316	8235	ELEC 7/22/15-8/20/1	0.00	232.29
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	7/31-8/31/15 LS2B	0.00	4,005.76
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	100312	8235	ELEC 7/22/15-8/20/1	0.00	5,795.69
TOTAL CHECK								0.00	10,264.09
1011	10109360	09/24/15	16211	SECTRAN SECURITY IN	100212	8030	AUG 2015 COIN VERIF	0.00	435.00
1011	10109361	09/24/15	17070	SECURITY FIRST	100211	8030	CROSSGUARDS8/24-9/1	0.00	4,728.00
1011	10109362	09/24/15	16015	SIEMENS INDUSTRY, I	100315	8030	BOAT HOUSE ALARM	0.00	5,348.96
1011	10109366	09/24/15	11557	SOUTHWEST SIGNAL SE	100312	8255	1ST/ORANGE	0.00	7.80
1011	10109366	09/24/15	11557	SOUTHWEST SIGNAL SE	100312	8255	1ST/ORANGE	0.00	90.00
TOTAL CHECK								0.00	97.80
1011	10109368	09/24/15	10316	ST OF CA DEPT OF JU	100142	8065	FINGRPRNT DOJ FEE	0.00	405.00
1011	10109368	09/24/15	10316	ST OF CA DEPT OF JU	100142	8065	FINGRPRNT DOJ FEE	0.00	433.00
TOTAL CHECK								0.00	838.00
1011	10109369	09/24/15	10478	STAPLES ADVANTAGE	100211	8561	CD LABELS	0.00	85.30
1011	10109371	09/24/15	PER DIEM	STARR, BARBARA	100211	8414	POSTPD-BSTARR DISPA	0.00	203.00
1011	10109373	09/24/15	16969	TEKWORKS INC	100145	8560	CARD READER & SWITC	0.00	151.20
1011	10109374	09/24/15	14369	TELEVISION EQUIPMEN	100255	9026	WATERPRF RADIO HEAD	0.00	861.19
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	269.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	275.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	338.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	418.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICAL	0.00	424.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	424.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	932.00
1011	10109377	09/24/15	13650	UCSD CENTER FOR OCC	100142	8065	PREEMPLOY PHYSICALS	0.00	1,608.00
TOTAL CHECK								0.00	4,688.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100311	8415	APWA AUG 2015 MEETI	0.00	15.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100312	8560	DMV MEDICAL SANDOVA	0.00	35.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8415	RNWL MEMB M MORALES	0.00	60.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100312	8560	SOFTWARE STREETS	0.00	69.99
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100311	8415	PS WORKING LUNCH	0.00	82.50
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100315	8560	SOFTWARE FACILITIES	0.00	99.99
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8415	PAPA SEMINAR	0.00	160.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8415	HORTICULTURAL SEMIN	0.00	200.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8415	SEMINAR M MORALES	0.00	205.85
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8415	SEMINAR D BISBAL	0.00	205.85

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100314	8560	SHOP TOOLS	0.00	206.67
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100315	8030	LIBRARY WINDOW	0.00	285.05
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100315	8560	UNIFORMS IAN LASLEY	0.00	297.19
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100313	8250	5-4 BLUETOOTH ENABL	0.00	325.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100315	8560	IAN LASLEY UNIFORM	0.00	378.32
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100314	8250	PD TIRES LEASE VECH	0.00	753.34
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8565	U-LOCK FOR CONCERTS	0.00	21.59
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100216	8350	DOUNUTS SVP MEETING	0.00	22.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8415	SODA FOR CITE DAY	0.00	22.13
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8241	STAMPS.COM SUBSCRIP	0.00	24.99
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8560	COMPUTER MOUSE	0.00	46.16
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100212	8560	BELT KEEPERS	0.00	49.68
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8565	ULOCK GIVEAWAY	0.00	53.99
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8535	P & E PURGE DAY	0.00	54.42
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8400	SHIPPING DR#2015-04	0.00	55.02
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8400	SHIPPING DR#2015-05	0.00	68.05
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8590	DISINFECT WIPE/DISP	0.00	73.87
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100212	8560	MAG POUCH/CUFF/CUFF	0.00	107.84
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8414	TUITION-SHANK TITLE	0.00	115.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8400	POSTAGE	0.00	200.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8250	TINT UNDERCOVER VEH	0.00	200.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100211	8415	FOOD FOR CITE DAY	0.00	364.00
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	100212	8560	HOLSTERS/RADIO HOLD	0.00	409.39
TOTAL CHECK								0.00	5,267.88
1011	10109380	09/24/15	12703FIR	VERIZON WIRELESS	100252	8320	DP CELL PHONE 2015-	0.00	53.58
1011	10109380	09/24/15	12703FIR	VERIZON WIRELESS	100255	8320	LG CELL PHONE 2015-	0.00	164.36
1011	10109380	09/24/15	12703FIR	VERIZON WIRELESS	100251	8320	FD IPADS 2015-8	0.00	228.06
1011	10109380	09/24/15	12703FIR	VERIZON WIRELESS	100251	8320	FD CELL PHONE 2015-	0.00	508.16
TOTAL CHECK								0.00	954.16
1011	10109381	09/24/15	17121	WHEELER, RONALD EUG	100251	8535	OH15 BAND RONS GARA	0.00	900.00
1011	10109382	09/24/15	14566	LYSHOL, NANCY - YOO	100251	8535	CLOWNS-15 OPEN HOUS	0.00	785.00
1011	10109384	09/24/15	BOOTS	PADILLA, GABRIEL	100314	7160	BOOT REIMB-PADILLA	0.00	158.04
1011	10109387	09/24/15	BOOTS	VALDIVIA, ARTURO	100312	7160	BOOT REIMB-VALDIVIA	0.00	167.39
TOTAL CASH ACCOUNT								0.00	398,514.98
TOTAL FUND								0.00	398,514.98

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 102 - PAYROLL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1012	10109171	09/14/15	11999	CALPERS LONG-TERM C	102	2027	DED:6650 PERS-LONG	0.00	443.30
1012	10109172	09/14/15	11986	ST OF CA - FRANCHIS	102	2028	DED:1500 WAGE ASSGN	0.00	50.00
1012	10109173	09/14/15	16884	THOMAS H BILLINGSLE	102	2028	DED:1202 WAGE ASSGN	0.00	189.22
1012	10109383	09/24/15	11999	CALPERS LONG-TERM C	102	2027	DED:6650 PERS-LONG	0.00	443.30
1012	10109385	09/24/15	11986	ST OF CA - FRANCHIS	102	2028	DED:1500 WAGE ASSGN	0.00	50.00
1012	10109386	09/24/15	16884	THOMAS H BILLINGSLE	102	2028	DED:1202 WAGE ASSGN	0.00	189.22
TOTAL CASH ACCOUNT								0.00	1,365.04
TOTAL FUND								0.00	1,365.04

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109045	09/10/15	14910	ACTIVE NETWORK	106511	9040	CLASS IPAD	0.00	314.82
1011	10109046	09/10/15	10068	AGRICULTURAL PEST C	106515	8030	SENIOR CTR PEST CON	0.00	55.00
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	106511	8320	RECURR CHGS & TAXES	0.00	146.25
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	106513	8320	RECURR CHGS & TAXES	0.00	91.48
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	106511	8320	LOCAL TELEPHONE EXP	0.00	30.58
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	106511	8320	800 MHZ T1 LINE 2.5	0.00	7.28
TOTAL CHECK								0.00	275.59
1011	10109059	09/10/15	99550000	BEN MALONZO	106	2050	RENTAL REF 8/29/15	0.00	100.00
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106516	8237	CLUB ROOM/BOATHOUSE	0.00	204.95
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106513	8237	1845 D POOL/IRRIGAT	0.00	227.44
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106515	8237	1845 A CC NORTH SID	0.00	407.35
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106515	8237	1845 B CC SOUTH SID	0.00	1,537.40
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106513	8237	1845 C POOL	0.00	4,483.43
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106514	8237	1501 GLORIETTA BLVD	0.00	59.80
1011	10109069	09/10/15	10305	CAL-AM WATER (RECRE	106515	8237	COTTAGE RESTROOMS	0.00	323.03
TOTAL CHECK								0.00	7,243.40
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106512	8560	PAPER	0.00	12.83
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106511	8560	ADMIN SUPPLIES	0.00	26.24
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106515	8560	OPERATIONS SUPPLIES	0.00	32.94
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106512	8560	YOUTH REC SUPPLIES	0.00	87.64
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106515	8560	LANYARDS & BADGE HO	0.00	164.03
1011	10109075	09/10/15	10753	COMPLETE OFFICE (GR	106511	8561	PAPER & INK CART	0.00	239.79
TOTAL CHECK								0.00	563.47
1011	10109080	09/10/15	14523	CORONADO SURFING AC	106512	8067	THRILL LESSONS & RE	0.00	945.00
1011	10109080	09/10/15	14523	CORONADO SURFING AC	106512	8067	SURF CAMP 8/10-8/14	0.00	2,576.00
1011	10109080	09/10/15	14523	CORONADO SURFING AC	106512	8067	GROUP & PRIVATE LES	0.00	8,848.00
TOTAL CHECK								0.00	12,369.00
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106511	8560	KLEENEX	0.00	14.81
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8570	SPECIAL EVENT	0.00	45.00
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	PRE CLASSES	0.00	53.33
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	SKATEPARK	0.00	58.20
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	PRE CLASSES	0.00	73.49
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	SKATEPARK	0.00	104.22
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106515	8501	OPERATION SUPPLIES	0.00	147.96
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	CAMP CORONADO	0.00	164.98
1011	10109081	09/10/15	10480	CAPITAL ONE COMMERC	106512	8565	SKATEPARK	0.00	416.42
TOTAL CHECK								0.00	1,078.41
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106512	8565	CREDIT FROZEN MOVIE	0.00	-19.31
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106512	8565	SANDLOT MOVIE SUPPL	0.00	42.95
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106515	8565	OPERATIONS SUPPLIES	0.00	49.64
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106512	8565	CAMP CORONADO	0.00	71.77
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106515	8560	OPERATION SUPPLIES	0.00	107.98
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106515	8560	OPERATIONS SUPPLIES	0.00	273.07
1011	10109095	09/10/15	10798	HOME DEPOT CRC-(REC	106512	8565	FROZEN FEST	0.00	321.13

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	-----DESCRIPTION----	SALES TAX	AMOUNT
TOTAL CHECK								0.00	847.23
1011	10109098	09/10/15	13527	IPM LITHOGRAPHICS,	106511	8425	NOTE CARDS MILLER	0.00	291.60
1011	10109101	09/10/15	16992	JOHN T NGUYEN	106514	8565	TROPHIES	0.00	500.00
1011	10109102	09/10/15	14955	ROBERTA J ASH DOHER	106512	8067	MINI GYM	0.00	792.00
1011	10109102	09/10/15	14955	ROBERTA J ASH DOHER	106512	8067	GYMNASTICS	0.00	1,560.00
TOTAL CHECK								0.00	2,352.00
1011	10109107	09/10/15	10983	LINCOLN AQUATICS	106513	8250	LED LIGHTS POOL	0.00	957.07
1011	10109108	09/10/15	15631	MAILFINANCE (NEOPOS	106511	8560	QTRLY MAINT	0.00	91.69
1011	10109109	09/10/15	99550000	MARTIN BROWN	106	2050	SEC DEPOSIT REF VES	0.00	250.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	JR BBALL CAMP	0.00	640.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	JR BBALL	0.00	1,040.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	VOLLEYBALL CAMP	0.00	1,984.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	JR SPORTS CAMP	0.00	2,100.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	XTREME DODGEBALL	0.00	4,216.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	XTREME DODGEBALL	0.00	4,960.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	BBALL CAMP	0.00	5,180.00
1011	10109110	09/10/15	16827	MASTER SPORTS	106512	8067	ADV LASER TAG CAMP	0.00	10,440.00
TOTAL CHECK								0.00	30,560.00
1011	10109112	09/10/15	99550000	MEGAN BARNES	106	2050	RENTAL REF 9/3/15	0.00	450.00
1011	10109123	09/10/15	16780	OSCAR G. MEDINA	106515	8030	PHOTOS COMM CTR	0.00	2,090.00
1011	10109139	09/10/15	11428	SDG&E-(REC ACCT)	106515	8235	1971 COTTAGE & BOAT	0.00	136.50
1011	10109139	09/10/15	11428	SDG&E-(REC ACCT)	106514	8235	412 CORONADO CAYS B	0.00	511.13
1011	10109139	09/10/15	11428	SDG&E-(REC ACCT)	106516	8235	BOATHOUSE ELECTRIC	0.00	1,047.14
1011	10109139	09/10/15	11428	SDG&E-(REC ACCT)	106513	8236	POOL METER GAS	0.00	2,355.46
TOTAL CHECK								0.00	4,050.23
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	106512	8530	FUEL 8/15	0.00	493.23
1011	10109144	09/10/15	15454	STANLEY ACCESS TECH	106515	8030	OPERATOR MAGIC FORC	0.00	1,514.08
1011	10109149	09/10/15	16761	SWEET THURSDAY WEB	106514	8320	WEB SVC	0.00	16.25
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106512	8565	FIELD TRIP ALBERTSO	0.00	-660.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106511	8415	TRANSPONDER MCMAHON	0.00	73.98
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106511	8560	FIELD TRIP ALBERTSO	0.00	96.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106511	8415	MEETING DOWNES	0.00	97.19
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106515	8415	TRAINING VALES	0.00	199.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106511	8415	TRAINING DOWNES, RA	0.00	398.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	106511	8415	TRAINING DOWNES, VA	0.00	596.00
TOTAL CHECK								0.00	800.17
1011	10109168	09/10/15	16817	WESTWOOD SPORTS	106514	8565	HEAVY DUTY BALLS	0.00	325.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109168	09/10/15	16817	WESTWOOD SPORTS	106514	8565	BALLS	0.00	585.00
TOTAL CHECK								0.00	910.00
1011	10109175	09/17/15	99550000	ADRIENNE MCCULLOUGH	106512	8565	REIMB ARMCHAIR TRAV	0.00	243.55
1011	10109178	09/17/15	10071	AIRGAS USA, LLC	106515	8501	CO2	0.00	42.78
1011	10109180	09/17/15	ADVANCE	ALBERTSON, ASHLEY	106512	8565	ADV FOR COMM TEENS	0.00	200.00
1011	10109184	09/17/15	ADVANCE	ARLES, LYNN	106512	8565	ADV SCAVENGER HUNT	0.00	200.00
1011	10109185	09/17/15	ADVANCE	ARLES, LYNN	106512	8565	ADV WEIRD SCIENCE	0.00	450.00
1011	10109195	09/17/15	10305	CAL-AM WATER (RECRE	106513	8237	1845 4 FIRE SPRINKL	0.00	28.96
1011	10109195	09/17/15	10305	CAL-AM WATER (RECRE	106514	8237	TENNIS CTR	0.00	41.93
1011	10109195	09/17/15	10305	CAL-AM WATER (RECRE	106515	8237	1845 6 FIRE SPRINKL	0.00	56.59
1011	10109195	09/17/15	10305	CAL-AM WATER (RECRE	106516	8237	BOATHOUSE	0.00	82.76
TOTAL CHECK								0.00	210.24
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	106515	8560	CREDIT FOR CARD HOL	0.00	-23.93
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	106511	8560	INDEXES	0.00	6.81
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	106512	8560	YOUTH REC SUPPLIES	0.00	136.26
TOTAL CHECK								0.00	119.14
1011	10109208	09/17/15	10457	CORONADO HARDWARE	106516	8535	LUBRICANT	0.00	51.25
1011	10109214	09/17/15	10551	DIAMOND ENVIRONMENT	106515	8030	GREASE TRAP FEE	0.00	432.63
1011	10109216	09/17/15	14333	ELITE SHOW SERVICES	106	2051	SEC SVCS AUGUST 201	0.00	2,718.13
1011	10109217	09/17/15	99550000	ERIC GOMEZ	106	2050	AV NOT USED	0.00	100.00
1011	10109229	09/17/15	ADVANCE	IBARRA, MAYRA	106512	8565	FIELD TRIPS FOR KIN	0.00	500.00
1011	10109236	09/17/15	99550000	KATIE TILLSON	106	2050	APP REFUND 8/22/15	0.00	25.00
1011	10109242	09/17/15	99550000	MELISSA SKRIVANEK	106	2050	RENTAL REF 9/10/15	0.00	575.00
1011	10109246	09/17/15	16662	NUCO2, LLC	106513	8575	POOL CHEMICALS	0.00	101.51
1011	10109246	09/17/15	16662	NUCO2, LLC	106513	8575	POOL CHEMICALS	0.00	673.16
TOTAL CHECK								0.00	774.67
1011	10109250	09/17/15	15077	ORIGINAL WATERMEN I	106513	7160	RASHGUARDS	0.00	1,179.36
1011	10109256 V	09/17/15	12279	PURSUIT TECHNOLOGY,	106514	8067	TENNIS LESSONS	0.00	-192.00
1011	10109256	09/17/15	12279	PURSUIT TECHNOLOGY,	106514	8067	TENNIS LESSONS	0.00	192.00
TOTAL CHECK								0.00	0.00
1011	10109263	09/17/15	99550000	RICHARD DAVENPORT	106	2050	RENTAL REF 9/6/15	0.00	50.00
1011	10109265	09/17/15	12300	SCPPOA	106513	8415	AGENCY MEMBERSHIP	0.00	30.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109269	09/17/15	11428	SDG&E-(REC ACCT)	106515	8235	1ST MINI PARK	0.00	34.44
1011	10109269	09/17/15	11428	SDG&E-(REC ACCT)	106513	8235	POOL METER ELECTRIC	0.00	9,379.67
TOTAL CHECK								0.00	9,414.11
1011	10109272	09/17/15	11897	SMART AND FINAL	106515	8501	OPERATIONS SUPPLIES	0.00	47.25
1011	10109272	09/17/15	11897	SMART AND FINAL	106515	8501	OPERATIONS SUPPLIES	0.00	53.14
1011	10109272	09/17/15	11897	SMART AND FINAL	106515	8501	OPERATIONS SUPPLIES	0.00	75.45
1011	10109272	09/17/15	11897	SMART AND FINAL	106515	8501	OPERATIONS SUPPLIES	0.00	128.00
1011	10109272	09/17/15	11897	SMART AND FINAL	106515	8501	OPERATIONS SUPPLIES	0.00	250.24
TOTAL CHECK								0.00	554.08
1011	10109273	09/17/15	16101	SMART N FINAL	106512	8565	REFUND FROZEN MOVIE	0.00	-27.59
1011	10109273	09/17/15	16101	SMART N FINAL	106515	8501	FACILITIES SUPPLIES	0.00	11.58
1011	10109273	09/17/15	16101	SMART N FINAL	106513	8565	PROGRAMS SUPPLIES	0.00	35.48
1011	10109273	09/17/15	16101	SMART N FINAL	106512	8565	CAMP CORONADO	0.00	92.43
1011	10109273	09/17/15	16101	SMART N FINAL	106512	8565	SANDLOT MOVIE	0.00	93.30
1011	10109273	09/17/15	16101	SMART N FINAL	106513	8570	STAFF TRAINING	0.00	108.05
1011	10109273	09/17/15	16101	SMART N FINAL	106511	8570	EMPLOYEE BBQ	0.00	164.15
1011	10109273	09/17/15	16101	SMART N FINAL	106512	8565	PROGRAMS SUPPLIES	0.00	228.71
1011	10109273	09/17/15	16101	SMART N FINAL	106512	8565	COOKING CLASSES	0.00	280.26
TOTAL CHECK								0.00	986.37
1011	10109275	09/17/15	14784	SPORT CHALET TEAM S	106512	8565	SOFTBALLS	0.00	89.44
1011	10109295	09/24/15	16133	ADT SECURITY SERVIC	106516	8030	ALARM MONITOR 9/27-	0.00	119.85
1011	10109297	09/24/15	10068	AGRICULTURAL PEST C	106515	8030	RAT/MICE CONTROL-RE	0.00	60.00
1011	10109299	09/24/15	16497	AMERICAN RED CROSS	106512	8415	CPR & FIRST AID TRA	0.00	2,447.00
1011	10109300	09/24/15	EE REIMB	ARLES, LYNN	106512	8565	FIELD TRIP TO DAIRY	0.00	150.00
1011	10109302	09/24/15	11209	AT&T/MCI (CITY MGR)	106514	8320	TENNIS CENTER	0.00	127.97
1011	10109304	09/24/15	99550000	BARRETT LANGNES	106	2050	RENTAL REF 9/18/15	0.00	667.50
1011	10109314	09/24/15	10753	COMPLETE OFFICE (GR	106511	8561	PAPER	0.00	78.95
1011	10109315	09/24/15	14523	CORONADO SURFING AC	106512	8067	SURF LESSONS 8/26-9	0.00	2,176.00
1011	10109319	09/24/15	99550000	DUANN GARDNER	106	2050	CLASS CANCELLATIONS	0.00	95.00
1011	10109322	09/24/15	16722	FUN EXPRESS LLC	106512	8565	S&H	0.00	9.95
1011	10109322	09/24/15	16722	FUN EXPRESS LLC	106512	8565	FNOS	0.00	37.46
TOTAL CHECK								0.00	47.41
1011	10109323	09/24/15	99550000	GARRICK NUGENT	106	2050	RENTAL REF 9/17/15	0.00	200.00
1011	10109325	09/24/15	16410	GLIDE FITNESS PRODU	106515	8030	SVC CALL	0.00	165.00
1011	10109325	09/24/15	16410	GLIDE FITNESS PRODU	106515	8030	SVC CALL TREADMILL	0.00	202.50
TOTAL CHECK								0.00	367.50

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109331	09/24/15	ADVANCE	IBARRA, MAYRA	106512	8570	ADVANCE HALLOWEEN	0.00	800.00
1011	10109333	09/24/15	99550000	JENNIFER DOYLE	106	2050	RENTAL REF 8/13/15	0.00	500.00
1011	10109334	09/24/15	99550000	JENNIFER HAYNES	106	2050	CANCELLATION OF EVE	0.00	755.00
1011	10109336	09/24/15	10948	LAKESHORE LEARNING	106512	8565	LAMINATING	0.00	23.59
1011	10109340	09/24/15	99550000	MING'S UPHOLSTERY	106515	8030	REUPHOLSTER COMM	0.00	658.24
1011	10109341	09/24/15	11101	MORGAN'S MONOGRAMS,	106515	7160	UNIFORMS	0.00	237.08
1011	10109346	09/24/15	11160	OFFICE DEPOT	106515	8560	LAPTOP CHARGER	0.00	74.52
1011	10109352	09/24/15	99550000	ROBERT INNERFELD	106	2050	PADDLE REFUND	0.00	100.00
1011	10109356	09/24/15	15551	SDCAC	106513	8415	ANNUAL MEMBERSHIP	0.00	15.00
1011	10109359	09/24/15	11428	SDG&E-(REC ACCT)	106514	8235	HS TENNIS COURTS	0.00	434.55
1011	10109359	09/24/15	11428	SDG&E-(REC ACCT)	106515	8236	COMM CTR GAS	0.00	782.92
1011	10109359	09/24/15	11428	SDG&E-(REC ACCT)	106515	8235	COMM CTR ELECTRIC	0.00	15,674.79
1011	10109359	09/24/15	11428	SDG&E-(REC ACCT)	106514	8235	1501 GLOR ELECTRICI	0.00	1,671.61
1011	10109359	09/24/15	11428	SDG&E-(REC ACCT)	106514	8236	1501 GLOR GAS	0.00	10.80
TOTAL CHECK								0.00	18,574.67
1011	10109363	09/24/15	16057	SIERRA NATURAL CLEA	106513	8590	IONATOR RENTAL	0.00	27.00
1011	10109364	09/24/15	17085	SIGNS DIRECT, INC.	106515	8560	SAFETY WET FLOOR SI	0.00	48.90
1011	10109372	09/24/15	99550000	STEVE MCHALE	106	2050	CANCELLATION OF EVE	0.00	260.00
1011	10109375	09/24/15	11640	TIME WARNER CABLE	106514	8320	CABLE TENNIS CTR	0.00	130.73
TOTAL CASH ACCOUNT								0.00	115,860.90
TOTAL FUND								0.00	115,860.90

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 108 - COMMUNITY DEVELOPMENT

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	108411	8320	LOCAL TELEPHONE EXP	0.00	10.74
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	108412	8320	LOCAL TELEPHONE EXP	0.00	10.76
TOTAL CHECK								0.00	21.50
1011	10109086	09/10/15	10598	EAGLE NEWSPAPER LLC	108411	8560	LEGAL AD 7291	0.00	50.00
1011	10109086	09/10/15	10598	EAGLE NEWSPAPER LLC	108411	8560	LEGAL ADS 781 782	0.00	155.00
TOTAL CHECK								0.00	205.00
1011	10109090	09/10/15	10630	ESGIL CORPORATION	108412	8060	BLDG INSP WOOD	0.00	8,922.50
1011	10109090	09/10/15	10630	ESGIL CORPORATION	108412	8065	PLAN CK JULY 2015	0.00	43,508.49
TOTAL CHECK								0.00	52,430.99
1011	10109097	09/10/15	14286	INTERNATIONAL CODE	108412	8415	BLDG CODES 2011-201	0.00	151.06
1011	10109097	09/10/15	14286	INTERNATIONAL CODE	108412	8415	BLDG CODES 2011-201	0.00	404.10
TOTAL CHECK								0.00	555.16
1011	10109098	09/10/15	13527	IPM LITHOGRAPHICS,	108412	8560	CDD LTRHEAD	0.00	123.12
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	3.45
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	5.17
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	5.74
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	7.23
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	7.80
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	8.61
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	10.83
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	11.69
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	12.95
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	19.41
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	29.78
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	44.66
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	55.84
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	75.51
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	83.74
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108412	8560	OFFICE SUPPLIES	0.00	112.49
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	113.26
1011	10109120	09/10/15	15137	OFFICE DEPOT (ACCT	108411	8560	OFFICE SUPPLIES	0.00	168.73
TOTAL CHECK								0.00	776.89
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	108411	8415	RAMOS-HEADPHONES	0.00	9.99
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	108411	8415	RAMOS-FEDEX LGL DOC	0.00	36.00
1011	10109125	09/10/15	10001	PETTY CASH - CITY H	108411	8415	HURST-AEP LUNCHEON	0.00	60.00
TOTAL CHECK								0.00	105.99
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	108411	8530	FUEL 8/15	0.00	33.07
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	108412	8530	FUEL 8/15	0.00	132.28
TOTAL CHECK								0.00	165.35
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	CODE CK REIMB ROMER	0.00	-7.00
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	CODE CK REIMB ROMER	0.00	-6.37
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	CODE CK BLDG ROMERO	0.00	31.85
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	CODE CK BLDG ROMERO	0.00	45.95
1011	10109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	BLDG INSP CERT ROME	0.00	181.25

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 108 - COMMUNITY DEVELOPMENT

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	I0109161	09/10/15	14225	US BANK (IMPAC GOV	108412	8415	2015 UNIF PLBG ROME	0.00	292.21
TOTAL CHECK								0.00	537.89
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	108412	8560	OFFICE SUPPLIES	0.00	42.76
1011	10109205	09/17/15	10753	COMPLETE OFFICE (GR	108411	8560	OFFICE SUPPLIES	0.00	64.13
TOTAL CHECK								0.00	106.89
1011	10109215	09/17/15	I0598	EAGLE NEWSPAPER LLC	108411	8560	LEGAL AD 8197	0.00	50.00
1011	10109215	09/17/15	10598	EAGLE NEWSPAPER LLC	108411	8560	LEGAL AD 8262	0.00	80.00
1011	10109215	09/17/15	10598	EAGLE NEWSPAPER LLC	108411	8560	LEGAL AD 851 & 852	0.00	110.00
TOTAL CHECK								0.00	240.00
TOTAL CASH ACCOUNT								0.00	55,268.78
TOTAL FUND								0.00	55,268.78

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
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FUND - 110 - INSURANCE FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109100	09/10/15	13932	ISO SERVICES, INC.	110150	8310	MONTHLY MAINT FEE	0.00	42.50
1011	10109116	09/10/15	99830000	NATIONWIDE INSURANC	110150	8310	CLAIM NO. 15-26	0.00	1,785.48
1011	10109232	09/17/15	13932	ISO SERVICES, INC.	110150	8310	MONTHLY MAINT FEE	0.00	52.00
TOTAL CASH ACCOUNT								0.00	1,879.98
TOTAL FUND								0.00	1,879.98

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 130 - SOLID WASTE AND RECYCLING

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109088	09/10/15	10603	EDCO DISPOSAL CORPO	130320	8225	RECYCLE SVC 7/15	0.00	8,325.00
1011	10109088	09/10/15	10603	EDCO DISPOSAL CORPO	130320	8230	TRASH SVC 7/15	0.00	23,698.16
TOTAL CHECK								0.00	32,023.16
1011	10109094	09/10/15	12520	GRAINGER	130320	8560	RECYCLING CONTAINER	0.00	304.07
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	130320	8530	FUEL 8/15	0.00	168.72
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	130320	8320	CELL PHONE 8/15	0.00	38.01
1011	10109186	09/17/15	10146	ASBURY ENVIRONMENTA	130320	8030	USED OIL	0.00	35.00
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	130320	8560	BOOTS	0.00	148.46
1011	10109244	09/17/15	16570	NATIONAL PETROLEUM	130320	8530	HYDRO OIL	0.00	221.51
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	130320	8560	PROCESSING FEE	0.00	5.52
1011	10109379	09/24/15	14225	US BANK (IMPAC GOV	130320	8560	HZR WASTE TAX	0.00	240.20
TOTAL CHECK								0.00	245.72
TOTAL CASH ACCOUNT								0.00	33,184.65
TOTAL FUND								0.00	33,184.65

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 135 - VEHICLE AND EQUIP REPLACE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109105	09/10/15	15232	LEER TRUCK ACCESSOR	135330	9080	5305 UNDER BODY SEA	0.00	729.00
1011	10109153	09/10/15	10981	THE LIGHTHOUSE INC.	135330	9080	7-24 SIREN	0.00	178.20
1011	10109153	09/10/15	10981	THE LIGHTHOUSE INC.	135330	9080	5305 SIREN	0.00	178.20
TOTAL CHECK								0.00	356.40
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 LR756 OVER	11,045.76	130,061.76
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 ENGINE STA	0.00	2,584.00
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 FOUR (4) P	0.00	477.00
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 CUSTOM CHI	0.00	3,302.00
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 PINTLE HIT	0.00	593.00
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 PDM/EMERGE	0.00	7,030.00
1011	10109181	09/17/15	10092	ALTEC INDUSTRIES, I	135330	9080	UNIT 5-4 DELIVERY F	0.00	5,070.00
TOTAL CHECK								11,045.76	149,117.76
1011	10109202	09/17/15	11391	CITY OF SAN DIEGO	135330	9080	7-22 NEW LG VEH	0.00	1,521.98
1011	10109223	09/17/15	16902	GRAFIX SYSTEMS	135330	9080	"7-22	0.00	5,097.14
1011	10109290	09/17/15	16734	WELLS FARGO FINANCI	135330	8241	KYOCERA LSE-SALES T	0.00	303.15
1011	10109290	09/17/15	16734	WELLS FARGO FINANCI	135330	9325	KYOCERA LSE-PRINCIP	0.00	3,884.91
1011	10109290	09/17/15	16734	WELLS FARGO FINANCI	135330	9315	KYOCERA LSE-INTERES	0.00	26.71
TOTAL CHECK								0.00	4,214.77
TOTAL CASH ACCOUNT								11,045.76	161,037.05
TOTAL FUND								11,045.76	161,037.05

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 151 - CULTURAL ARTS COMMISSION

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109292	09/17/15	99120000	BRIGITTE REIMER	151551	8570	CC125 STAFF ASSIST.	0.00	300.00
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	SYMPHONY CONCERT	0.00	9.43
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	SYMPHONY CONCERT	0.00	44.45
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	SYMPHONY CONCERT	0.00	69.95
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	2015 CWW	0.00	91.64
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	SYMPHONY CONCERT	0.00	116.25
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	RON'S GARAGE	0.00	1,000.00
1011	10109293	09/17/15	16893	SAN DIEGO REALTY AD	151551	8570	PAUL MCCLENDON	0.00	2,000.00
TOTAL CHECK								0.00	3,331.72
TOTAL CASH ACCOUNT								0.00	3,631.72
TOTAL FUND								0.00	3,631.72

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 210 - TRANSNET

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109117	09/10/15	13719	NINYO & MOORE, INC	210372	9835	CURB/GUTTER JULY	0.00	4,541.89
1011	10109129	09/10/15	15136	PSOMAS	210372	9863	CURB/GUTTER JULY	0.00	3,000.00
1011	10109129	09/10/15	15136	PSOMAS	210372	9835	CURB/GUTTER JULY	0.00	8,800.00
TOTAL CHECK								0.00	11,800.00
1011	10109348	09/24/15	16127	PAL GENERAL ENGINEE	210372	9835	FY 13/14 STREET,CUR	0.00	274,251.00
TOTAL CASH ACCOUNT								0.00	290,592.89
TOTAL FUND								0.00	290,592.89

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 216 - TRANSPORTATION DEV ACT

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	I0109092	09/10/15	11434	FLAGSHIP CRUISES EV	216640	8030	FERRY AUG SVCS	0.00	13,517.00
1011	10109285	09/17/15	16889	TRUTH WINDOW CLEANI	216641	8060	BUS SHELTERS	0.00	1,875.00
TOTAL CASH ACCOUNT								0.00	15,392.00
TOTAL FUND								0.00	15,392.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 220 - CORONADO TIDELANDS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	220591	8235	ELECTRICITY - AUG '	0.00	137.05
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	220591	8235	ELECTRICITY - AUG '	0.00	1,144.69
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	220591	8235	ELECTRICITY - AUG '	0.00	1,864.70
1011	10109137	09/10/15	11425	SDG&E (CITY HALL AC	220591	8235	ELECTRICITY - AUG '	0.00	2,879.08
TOTAL CHECK								0.00	6,025.52
1011	10109176	09/17/15	10068	AGRICULTURAL PEST C	220591	8390	RAT/MICE-GLORIETTA	0.00	225.00
TOTAL CASH ACCOUNT								0.00	6,250.52
TOTAL FUND								0.00	6,250.52

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 230 - EQUITABLE SHARING-DEA

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109150	09/10/15	14501	TASER INTERNATIONAL	230221	8065	EVIDENCE.COM 2016	0.00	19,159.20
TOTAL CASH ACCOUNT								0.00	19,159.20
TOTAL FUND								0.00	19,159.20

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 245 - STATE GRANTS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109324	09/24/15	17058	GEIGER BROS	245235	8560	G.R.E.A.T. NAME TEN	0.00	113.75
TOTAL CASH ACCOUNT								0.00	113.75
TOTAL FUND								0.00	113.75

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 250 - CITIZENS GIFTS TO LIBRARY

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	250556	8505	JUVENILE BOOKS	0.00	19.61
1011	10109058	09/10/15	10177	BAKER & TAYLOR,INC.	250556	8505	GEN INT BOOKS	0.00	28.51
TOTAL CHECK								0.00	48.12
1011	10109061	09/10/15	10214	BLACKSTONE AUDIO, I	250556	8505	GEN INT TB	0.00	135.99
1011	10109133	09/10/15	11326	RECORDED BOOKS, LLC	250556	8505	GEN INT TB	0.00	80.14
1011	10109133	09/10/15	11326	RECORDED BOOKS, LLC	250556	8505	GEN INT TB	0.00	88.78
1011	10109133	09/10/15	11326	RECORDED BOOKS, LLC	250556	8505	GEN INT TB	0.00	195.70
TOTAL CHECK								0.00	364.62
TOTAL CASH ACCOUNT								0.00	548.73
TOTAL FUND								0.00	548.73

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 251 - LIBRARY AUDIO VISUAL

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	293.27
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	103.43
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	137.07
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	179.48
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	202.31
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	62.66
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	70.04
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	TEEN DVD'S	0.00	71.20
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	TEEN DVD'S	0.00	84.20
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	49.78
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	55.53
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	22.38
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.80
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.12
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.08
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.04
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.02
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.01
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.01
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	CREDIT	0.00	-0.01
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	4.31
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	13.87
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	14.67
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	14.97
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	15.08
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	16.16
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	17.81
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	19.43
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	19.43
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	42.62
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	45.09
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	47.65
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	32.36
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	32.39
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	33.46
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	21.55
1011	10109050	09/10/15	17065	AMAZON.COM	251553	8505	GEN INT DVD'S	0.00	21.59
TOTAL CHECK								0.00	1,742.70
TOTAL CASH ACCOUNT								0.00	1,742.70
TOTAL FUND								0.00	1,742.70

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 266 - AFFORDABLE HOUSING MGMT

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109335	09/24/15	10911	KEYSER MARSTON ASSO	266490	8065	ORANGE/G AVE AUG	0.00	1,556.25
TOTAL CASH ACCOUNT								0.00	1,556.25
TOTAL FUND								0.00	1,556.25

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 400 - GENERAL CAPITAL PROJECTS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109117	09/10/15	13719	NINYO & MOORE, INC	400710	9835	CURB/GUTTER JULY	0.00	10,109.36
1011	10109117	09/10/15	13719	NINYO & MOORE, INC	400710	9724	ALLEY/SEWER JULY	0.00	88.69
TOTAL CHECK								0.00	10,198.05
1011	10109129	09/10/15	15136	PSOMAS	400710	9835	CURB/GUTTER JULY	0.00	8,800.00
1011	10109129	09/10/15	15136	PSOMAS	400710	9834	CAYS FIRE STATION J	0.00	275.00
TOTAL CHECK								0.00	9,075.00
1011	10109134	09/10/15	16924	ROBERT R. COFFEE AR	400710	9821	SENIOR CENTER AUG S	0.00	64,988.38
1011	10109209	09/17/15	15390	COUNTY CLERK COUNTY	400710	9821	PLAN CHECK REVIEW	0.00	910.00
1011	10109348	09/24/15	16127	PAL GENERAL ENGINEE	400710	9835	FY 13/14 STREET,CUR	0.00	145,236.38
1011	10109355	09/24/15	11468	SCHMIDT DESIGN GROU	400710	9837	CAYS ENTRANCE AUG P	0.00	3,964.25
TOTAL CASH ACCOUNT								0.00	234,372.06
TOTAL FUND								0.00	234,372.06

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 510 - WASTEWATER UTILITY

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	510010	8030	HVAC 7/15	0.00	49.00
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	510010	8030	HVAC 8/15	0.00	49.00
TOTAL CHECK								0.00	98.00
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	510010	8237	780 CORONADO AVE	0.00	72.08
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	510010	8237	299 FIRST	0.00	36.31
TOTAL CHECK								0.00	108.39
1011	10109094	09/10/15	12520	GRAINGER	510010	8560	PPE	0.00	1,583.48
1011	10109094	09/10/15	12520	GRAINGER	510010	8560	PPE	0.00	1,990.70
1011	10109094	09/10/15	12520	GRAINGER	510010	8252	TRANSFORMER AIR MNT	0.00	75.60
TOTAL CHECK								0.00	3,649.78
1011	10109099	09/10/15	16627	IR BUILDERS	510010	8255	#4 TRANSBAY	0.00	1,510.00
1011	10109099	09/10/15	16627	IR BUILDERS	510010	8255	VALVE CAYS MAIN	0.00	560.00
1011	10109099	09/10/15	16627	IR BUILDERS	510010	8030	100 CORONADO CAYS	0.00	2,450.00
1011	10109099	09/10/15	16627	IR BUILDERS	510010	8030	100 CORONADO CAYS	0.00	14,500.00
TOTAL CHECK								0.00	19,020.00
1011	10109117	09/10/15	13719	NINYO & MOORE, INC	510781	9724	ALLEY/SEWER JULY	0.00	1,178.31
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	510010	8530	FUEL 8/15	0.00	1,164.88
1011	10109143	09/10/15	15496	SSD SYSTEMS	510010	8320	PUMP STATION GB#2	0.00	84.12
1011	10109143	09/10/15	15496	SSD SYSTEMS	510010	8320	920 OCEAN PUMP STN	0.00	88.11
TOTAL CHECK								0.00	172.23
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	510010	8320	CELL PHONE 8/15	0.00	593.00
1011	10109187	09/17/15	15595	AT&T CALNET 2	510010	8320	6195220819994 WWO	0.00	18.72
1011	10109187	09/17/15	15595	AT&T CALNET 2	510010	8320	C602222147777 WWO	0.00	334.01
1011	10109187	09/17/15	15595	AT&T CALNET 2	510010	8320	C602222146777 WWO	0.00	78.38
1011	10109187	09/17/15	15595	AT&T CALNET 2	510010	8320	6195220934038 WWO	0.00	0.55
TOTAL CHECK								0.00	431.66
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	510010	8560	BOOTS	0.00	170.07
1011	10109191	09/17/15	16851	BOOT WORLD INC./KM	510010	8560	BOOTS	0.00	607.36
TOTAL CHECK								0.00	777.43
1011	10109197	09/17/15	16871	CARQUEST AUTO PARTS	510010	8530	6-1 FLUID	0.00	119.15
1011	10109207	09/17/15	16877	CONSOLIDATED ELECTR	510010	8255	BAHAMA	0.00	17.91
1011	10109212	09/17/15	16507	DANNY'S AUTO BODY &	510010	8250	6-3 BUMPER REPAIR	0.00	308.67
1011	10109213	09/17/15	16931	DARLING INTERNATION	510010	8030	TRAP SERVICE	0.00	270.50
1011	10109214	09/17/15	10551	DIAMOND ENVIRONMENT	510010	8030	PUMP SERVICE	0.00	900.00
1011	10109214	09/17/15	10551	DIAMOND ENVIRONMENT	510010	8030	PUMP SERVICE	0.00	1,000.00
TOTAL CHECK								0.00	1,900.00
1011	10109220	09/17/15	12208	FERGUSON ENTERPRISE	510010	8252	STATIONS	0.00	313.08

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 510 - WASTEWATER UTILITY

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109221	09/17/15	15539	GLOBAL POWER GROUP,	510010	8030	TRANSBAY	0.00	585.50
1011	10109221	09/17/15	15539	GLOBAL POWER GROUP,	510010	8030	TRANSBAY	0.00	679.47
TOTAL CHECK								0.00	1,264.97
1011	10109224	09/17/15	16867	H. M. PITT LABS, IN	510010	8030	SPECIAL WASTE LAB	0.00	110.00
1011	10109224	09/17/15	16867	H. M. PITT LABS, IN	510010	8030	SPECIAL WASTE LAB	0.00	478.50
TOTAL CHECK								0.00	588.50
1011	10109262	09/17/15	11336	RELIABLE PIPE SUPPL	510010	8255	TRANSBAY	0.00	773.13
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	ELEC 7/15-8/13/15	0.00	5,937.60
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	1111 GLORIETTA	0.00	21.38
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	100 CORONADO	0.00	864.79
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	ELEC 7/15-8/13/15	0.00	1,073.58
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	307 OCEAN	0.00	74.07
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	50 AVENIDA	0.00	108.00
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8236	NG 7/15-8/13/15	0.00	11.17
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	1393 1ST ST	0.00	7.86
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	1128 G AVE	0.00	8.62
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	299 1ST ST	0.00	9.17
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	1800 AVENIDA	0.00	7.00
1011	10109268	09/17/15	I1430A	SDG&E (PUBLIC SERVI	510010	8235	1141 F AVE	0.00	7.05
TOTAL CHECK								0.00	8,130.29
1011	10109278	09/17/15	12132	SUPERCO SPECIALTY P	510010	8520	SANITIZER TOWELS	0.00	1,351.03
1011	10109286	09/17/15	15068	UNITED FASTENER CO.	510010	8255	BAHAMA BOLTS	0.00	194.29
1011	10109291	09/17/15	14966	WINZER CORPORATION	510010	8560	PPE	0.00	253.51
1011	10109303	09/24/15	17090	ATOM ENGINEERING CO	510781	9850	PINE STREET AUG SVC	0.00	113,619.73
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	510010	8237	100 CORO CAYS	0.00	8.72
I011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	510010	8237	1201 1/2 FIRST ST	0.00	987.45
1011	10109308	09/24/15	10306	CAL-AM WATER (PUBLI	510010	8237	101 B AVE #44 SEWER	0.00	159.97
TOTAL CHECK								0.00	1,156.14
1011	10109326	09/24/15	12520	GRAINGER	510010	8560	CALENDAR	0.00	73.48
1011	10109326	09/24/15	12520	GRAINGER	510010	8560	PPE	0.00	164.50
TOTAL CHECK								0.00	237.98
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	510010	8252	DUCTING	0.00	209.09
1011	10109330	09/24/15	10799	HOME DEPOT-PS#6035	510010	8252	VENTING MATERIALS	0.00	85.64
TOTAL CHECK								0.00	294.73
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	510010	8030	ENGINEERING SUPPORT	0.00	910.20
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	510010	8235	ELEC 7/22/15-8/20/1	0.00	9,675.61
1011	10109370	09/24/15	11583	STAPLES BUSINESS AD	510010	8560	SPECIAL ORDER	0.00	59.25
1011	10109370	09/24/15	11583	STAPLES BUSINESS AD	510010	8560	SPECIAL ORDER	0.00	96.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 510 - WASTEWATER UTILITY

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
TOTAL CHECK								0.00	155.25
TOTAL CASH ACCOUNT								0.00	168,728.35
TOTAL FUND								0.00	168,728.35

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 520 - GOLF COURSE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109043	09/10/15	10104	A-1 AMERICAN FIRE E	520020	8030	FIRE EXTINGUISHER	0.00	345.23
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	520020	8030	HVAC 8/15	0.00	137.00
1011	10109044	09/10/15	17116	ACCO ENGINEERED SYS	520020	8030	HVAC 7/15	0.00	137.00
TOTAL CHECK								0.00	274.00
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	520020	8320	LOCAL TELEPHONE EXP	0.00	2.39
1011	10109055	09/10/15	11209	AT&T/MCI (CITY MGR)	520020	8320	RECURR CHGS & TAXES	0.00	22.77
TOTAL CHECK								0.00	25.16
1011	10109071	09/10/15	16871	CARQUEST AUTO PARTS	520020	8525	EQMT PRTS	0.00	48.81
1011	10109071	09/10/15	16871	CARQUEST AUTO PARTS	520020	8525	EQMPT PRTS	0.00	359.53
1011	10109071	09/10/15	16871	CARQUEST AUTO PARTS	520020	8540	SUPPLIES	0.00	25.79
TOTAL CHECK								0.00	434.13
1011	10109078	09/10/15	10457	CORONADO HARDWARE	520020	8253	REPAIRS	0.00	59.28
1011	10109089	09/10/15	16730	ESCONDIDO GOLF CAR	520020	8250	MISC	0.00	58.96
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	520020	8530	FUEL	0.00	1,137.80
1011	10109147	09/10/15	10597	STOTZ EQUIPMENT	520020	8525	EQMT PTS	0.00	695.60
1011	10109151	09/10/15	BOOTS	TELENCZAK, MICHAEL	520020	7160	BOOT REIMB TELENCZA	0.00	86.79
1011	10109192	09/17/15	15348	BUSINESS MUSIC & CO	520020	8030	MUSIC	0.00	65.00
1011	10109201	09/17/15	15305	CINTAS CORPORATION	520020	8385	TOWEL SVC	0.00	50.59
1011	10109201	09/17/15	15305	CINTAS CORPORATION	520020	7161	UNIFORM SVC	0.00	118.68
TOTAL CHECK								0.00	169.27
1011	10109233	09/17/15	10872	J & S POWER CLEANIN	520020	8030	PRKG LOT SWP	0.00	210.00
1011	10109234	09/17/15	10877	JACOBSEN WEST - DIV	520020	8525	EQPMT PRTS	0.00	478.51
1011	10109239	09/17/15	16030	LUBEMASTER	520020	8540	TOOLS	0.00	176.78
1011	10109239	09/17/15	16030	LUBEMASTER	520020	8540	TOOLS	0.00	201.83
TOTAL CHECK								0.00	378.61
1011	10109282	09/17/15	11626	TARGET SPECIALTY PR	520020	8535	FERTILIZER	0.00	-90.00
1011	10109282	09/17/15	11626	TARGET SPECIALTY PR	520020	8535	FERTILIZER	0.00	1,884.61
TOTAL CHECK								0.00	1,794.61
1011	10109288	09/17/15	16565	US RELAY	520020	8030	AUG WEBCAM	0.00	284.00
1011	10109301	09/24/15	16621	AT&T U-VERSE	520020	8320	1-31AUG15 UVERSE	0.00	80.00
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	36.83
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	53.17
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	4SEP-5OCT15	0.00	56.59
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	671.60
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	12,020.13

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 520 - GOLF COURSE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	16,903.82
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	16,937.54
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	18,078.85
1011	10109306	09/24/15	10307	CAL-AM WATER (GOLF	520020	8237	6AUG-3SEP15	0.00	36,375.40
TOTAL CHECK								0.00	101,133.93
1011	10109311	09/24/15	15305	CINTAS CORPORATION	520020	8385	TOWEL SVC	0.00	50.59
1011	10109311	09/24/15	15305	CINTAS CORPORATION	520020	7161	UNIFORM SVC	0.00	99.68
TOTAL CHECK								0.00	150.27
1011	10109320	09/24/15	10599	EAGLE ONE GOLF PROD	520020	8585	GOLF SUPPLIES	0.00	171.23
1011	10109329	09/24/15	17101	HARRELL'S, LLC	520020	8535	FERTILIZER	0.00	462.74
1011	10109329	09/24/15	17101	HARRELL'S, LLC	520020	8535	FERTILIZER	0.00	817.87
1011	10109329	09/24/15	17101	HARRELL'S, LLC	520020	8535	FERTILIZER	0.00	817.87
1011	10109329	09/24/15	17101	HARRELL'S, LLC	520020	8535	FERTILIZER	0.00	1,233.96
1011	10109329	09/24/15	17101	HARRELL'S, LLC	520020	8535	FERTILIZER	0.00	1,236.16
TOTAL CHECK								0.00	4,568.60
1011	10109365	09/24/15	11539	THE SOCO GROUP, INC	520020	8530	FUEL	0.00	1,163.96
1011	10109367	09/24/15	15496	SSD SYSTEMS	520020	8030	ALARM 1OCT-31DEC15	0.00	201.84
1011	10109376	09/24/15	14620	TURF MAKER	520020	8253	IRRIGATION	0.00	3,349.27
TOTAL CASH ACCOUNT								0.00	117,316.05
TOTAL FUND								0.00	117,316.05

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 530 - STORM DRAINAGE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109068	09/10/15	10306	CAL-AM WATER (PUBLI	530030	8237	780 CORONADO AVE	0.00	72.07
1011	10109141	09/10/15	11539	THE SOCO GROUP, INC	530030	8530	FUEL 8/15	0.00	163.56
1011	10109163	09/10/15	12703PS	VERIZON WIRELESS	530030	8320	CELL PHONE 8/15	0.00	288.57
1011	10109188	09/17/15	13944	AT&T	530030	8320	HI WATER 8/15	0.00	32.85
1011	10109206	09/17/15	17107	CONCRETE STRUCTURES	530031	8030	BACKFLOW PRVNTR	0.00	2,950.00
1011	10109206	09/17/15	17107	CONCRETE STRUCTURES	530783	9838	BACKFLOW PRVNT PROG	0.00	2,845.47
1011	10109206	09/17/15	17107	CONCRETE STRUCTURES	530783	9838	BACKFLOW PRVNTR PRO	0.00	9,974.52
TOTAL CHECK								0.00	15,769.99
1011	10109224	09/17/15	16867	H. M. PITT LABS, IN	530030	8030	SPECIAL WASTE LAB	0.00	478.50
1011	10109255	09/17/15	15136	PSOMAS	530783	9871	CNTRY CLUB JULY	0.00	5,138.15
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	530030	8236	NG 7/15-8/13/15	0.00	1.76
1011	10109268	09/17/15	11430A	SDG&E (PUBLIC SERVI	530030	8235	ELEC 7/15-8/13/15	0.00	169.50
TOTAL CHECK								0.00	171.26
1011	10109321	09/24/15	10666	FLO-SYSTEMS, INC.	530030	8255	PUMP PARKER	0.00	12,806.64
1011	10109321	09/24/15	10666	FLO-SYSTEMS, INC.	530030	8255	PUMP PARKER	0.00	12,806.64
TOTAL CHECK								0.00	25,613.28
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-008-PC1-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-001-PC2-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-009-PC2-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-005-PC1-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-001-PC2-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-009-PC2-08/1	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-001-PC3-08/2	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-010-PC2-08/2	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1507-008-PC2-08/2	0.00	62.50
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-001-PC1-08/0	0.00	125.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-002-PC1-08/0	0.00	125.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-004-PC1-08/0	0.00	125.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-014-PC1-08/2	0.00	125.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-017-PC1-08/2	0.00	125.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	700 7TH SUSMP FINAL	0.00	227.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	SAN DIEGO BAY WATER	0.00	6,424.20
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	DEVELOPMENT BMP DES	0.00	1,468.77
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	PRIORITY DEVELOPMEN	0.00	227.00
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	STORM WATER CONSTRU	0.00	1,547.40
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	PHASE 2 STORM WATER	0.00	3,782.40
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530031	8030	STORM WATER PROGRAM	0.00	864.20
1011	10109337	09/24/15	16414	LAROC ENVIRONMENTAL	530	2079	PC1508-005-PC1-08/0	0.00	62.50
TOTAL CHECK								0.00	15,790.97
1011	10109358	09/24/15	11430A	SDG&E (PUBLIC SERVI	530030	8235	ELEC 7/22/15-8/20/1	0.00	1,558.03
TOTAL CASH ACCOUNT								0.00	65,077.23

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 530 - STORM DRAINAGE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
TOTAL FUND								0.00	65,077.23

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 723 - HARLOW MEMORIAL ROSE GRDN

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109103	09/10/15	13477	TANAKA, KAI	723562	8255	ROSE GARDEN MAINT8/	0.00	225.00
1011	10109103	09/10/15	13477	TANAKA, KAI	723562	8255	ROSEGARDEN MAINT 9/	0.00	225.00
TOTAL CHECK								0.00	450.00
TOTAL CASH ACCOUNT								0.00	450.00
TOTAL FUND								0.00	450.00

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 726 - PAULINE FRIEDMAN BEQUEST

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109057	09/10/15	10178	BAKER & TAYLOR ENTE	726565	8505	GEN INT CREDIT	0.00	-11.92
1011	10109057	09/10/15	10178	BAKER & TAYLOR ENTE	726565	8505	GEN INT CREDIT	0.00	-11.92
1011	10109057	09/10/15	10178	BAKER & TAYLOR ENTE	726565	8505	GEN INT CD	0.00	11.92
1011	10109057	09/10/15	10178	BAKER & TAYLOR ENTE	726565	8505	GEN INT CD	0.00	11.92
1011	10109057	09/10/15	10178	BAKER & TAYLOR ENTE	726565	8505	GEN INT CD'S	0.00	278.76
TOTAL CHECK								0.00	278.76
1011	10109091	09/10/15	15615	FINDAWAY WORLD, LLC	726565	8505	PLAYAWAY CASE REPLA	0.00	12.02
TOTAL CASH ACCOUNT								0.00	290.78
TOTAL FUND								0.00	290.78

SELECTION CRITERIA: transact.check_no between '10109041' and '10109387'
ACCOUNTING PERIOD: 3/16

FUND - 780 - REFUNDABLE DEPOSITS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	10109189	09/17/15	99410000	BENNY CHAN	780	2425	REF DEP PC2010-15	0.00	15,336.00
TOTAL CASH ACCOUNT								0.00	15,336.00
TOTAL FUND								0.00	15,336.00
TOTAL REPORT								11,045.76	1,707,669.61

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	-----DESCRIPTION-----	SALES TAX	AMOUNT
1011	V4007431	09/10/15	10050	ACE UNIFORMS & ACCE	100212	8560	UNIF. NEW EE-INSALA	0.00	345.33
1011	V4007431	09/10/15	10050	ACE UNIFORMS & ACCE	100212	8560	UNIF. NEW EE - LONG	0.00	360.67
1011	V4007431	09/10/15	10050	ACE UNIFORMS & ACCE	100212	8560	UNIF NEW EE - VLACK	0.00	534.50
TOTAL CHECK								0.00	1,240.50
1011	V4007432	09/10/15	10078	ALARMS UNLIMITED, I	100550	8250	LIB ALARMS 9/15	0.00	34.00
1011	V4007434	09/10/15	10231	BRADFIELD, ALLISON	100115	8030	CC MTG MINS 08/18/1	0.00	440.00
1011	V4007435	09/10/15	14266	CERTIFIED LABORATOR	100314	8530	GEAR LUBE	0.00	428.67
1011	V4007435	09/10/15	14266	CERTIFIED LABORATOR	100316	8530	14-5 GREASE	0.00	1,164.35
TOTAL CHECK								0.00	1,593.02
1011	V4007436	09/10/15	14354	COFFEE AMBASSADOR,	100211	8030	PD COFFEE SVC	0.00	284.57
1011	V4007436	09/10/15	14354	COFFEE AMBASSADOR,	100125	8560	SMARTER FILTER - CH	0.00	127.44
1011	V4007436	09/10/15	14354	COFFEE AMBASSADOR,	100550	8560	LIB-COFFEE SERV	0.00	114.97
1011	V4007436	09/10/15	14354	COFFEE AMBASSADOR,	100550	8560	LIB-COFFEE SERV	0.00	125.82
TOTAL CHECK								0.00	652.80
1011	V4007437	09/10/15	10540	DEMCO SUPPLY INC	100550	8560	LIBRARY SUPPLIES	0.00	14.41
1011	V4007437	09/10/15	10540	DEMCO SUPPLY INC	100550	8560	LIBRARY SUPPLIES	0.00	27.34
1011	V4007437	09/10/15	10540	DEMCO SUPPLY INC	100550	8560	LIBRARY SUPPLIES	0.00	105.44
TOTAL CHECK								0.00	147.19
1011	V4007438	09/10/15	10776	HAWTHORNE MACHINERY	100316	8241	BEACH LOADER 8/15	0.00	3,240.00
1011	V4007441	09/10/15	12917	NGS - NATURAL GAS S	100314	8030	CNG MAINT 7/15	0.00	600.00
1011	V4007442	09/10/15	11217	PADRE JANITORIAL SU	100315	8252	PUBLIC R/R	0.00	132.12
1011	V4007442	09/10/15	11217	PADRE JANITORIAL SU	100316	8560	JANITORIAL SUPPLIES	0.00	743.91
1011	V4007442	09/10/15	11217	PADRE JANITORIAL SU	100313	8560	JANITORIAL SUPPLIES	0.00	743.92
1011	V4007442	09/10/15	11217	PADRE JANITORIAL SU	100315	8252	PUBLIC R/R	0.00	2,217.24
1011	V4007442	09/10/15	11217	PADRE JANITORIAL SU	100550	8590	MULTIFLD TOWELS	0.00	25.77
TOTAL CHECK								0.00	3,862.96
1011	V4007443	09/10/15	13752	PARTNERSHIPS WITH I	100313	8030	PM SHIFT 8/15	0.00	1,271.43
1011	V4007443	09/10/15	13752	PARTNERSHIPS WITH I	100313	8030	AM SHIFT 8/15	0.00	1,311.52
1011	V4007443	09/10/15	13752	PARTNERSHIPS WITH I	100313	8030	PWI 7/31 PM	0.00	1,576.98
1011	V4007443	09/10/15	13752	PARTNERSHIPS WITH I	100313	8030	PWI AM 7/31	0.00	1,604.91
TOTAL CHECK								0.00	5,764.84
1011	V4007444	09/10/15	15272	PENGUIN RANDOM HOUS	100550	8505	GEN INT TB	0.00	36.45
1011	V4007445	09/10/15	14507	UNIQUE MANAGEMENT S	100550	8030	COLLECTION SERV-8/1	0.00	50.00
1011	V4007446	09/10/15	11753	WAXIE SANITARY SUPP	100313	8560	DOGGIE WASTE BAG	0.00	794.53
1011	V4007446	09/10/15	11753	WAXIE SANITARY SUPP	100316	8560	DOGGIE WASTE BAG	0.00	794.53
TOTAL CHECK								0.00	1,589.06
1011	V4007458	09/17/15	10050	ACE UNIFORMS & ACCE	100212	8560	OCHOA NAME TAG	0.00	17.28
1011	V4007458	09/17/15	10050	ACE UNIFORMS & ACCE	100212	8560	SEW PATCHES-INSALAC	0.00	30.24
TOTAL CHECK								0.00	47.52

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007461	09/17/15	14354	COFFEE AMBASSADOR,	100311	8560	COFFEE 8/20/15	0.00	405.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100314	8250	800 MHZ MAINT-SEP 1	0.00	55.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100315	8250	800 MHZ MAINT-SEP 1	0.00	55.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100316	8250	800 MHZ MAINT-SEP 1	0.00	55.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	10031I	8250	800 MHZ MAINT-SEP 1	0.00	55.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100313	8250	800 MHZ MAINT-SEP 1	0.00	110.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100312	8250	800 MHZ MAINT-SEP 1	0.00	165.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100255	8250	800 MHZ MAINT-SEP 1	0.00	385.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100251	8250	800 MHZ MAINT-SEP 1	0.00	1,155.00
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100211	8250	800 MHZ MAINT-SEP 1	0.00	1,229.48
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	100211	8250	800 MHZ MAINT-SEP 1	0.00	1,447.78
TOTAL CHECK								0.00	4,712.26
1011	V4007464	09/17/15	10558	DION INTERNATIONAL	100211	8030	LEXUS SEPT 2015	0.00	-582.30
1011	V4007464	09/17/15	10558	DION INTERNATIONAL	100211	8030	LEXUS DEPSOIT RETRN	0.00	-582.30
1011	V4007464	09/17/15	10558	DION INTERNATIONAL	100211	8030	LEXUS SEPT 2015	0.00	582.30
1011	V4007464	09/17/15	10558	DION INTERNATIONAL	100211	8030	TRUCK SEPT 2015	0.00	657.97
1011	V4007464	09/17/15	10558	DION INTERNATIONAL	100211	8030	LEXUS REPAIRS	0.00	2,000.00
TOTAL CHECK								0.00	2,075.67
101I	V4007465	09/17/15	15397	EQUIFAX INFORMATION	100216	8320	AUG 2015	0.00	25.00
1011	V4007466	09/17/15	10654	FIRE ETC	100251	8560	HOGUE STRUCTURE BOO	0.00	405.00
1011	V4007468	09/17/15	10875	JACKSON & BLANC, IN	100315	8030	INSTALL DANFOSS VFD	0.00	3,462.00
1011	V4007471	09/17/15	11217	PADRE JANITORIAL SU	100316	8560	RECYCLE BINS	0.00	119.36
1011	V4007472	09/17/15	14462	PFM ASSET MANAGEMEN	100	4710	JUL 15 INVSTMNT FEE	0.00	4,455.37
1011	V4007473	09/17/15	11446	SAN DIEGO POLICE EQ	100212	8560	VEST - INSALACO	0.00	636.90
1011	V4007473	09/17/15	11446	SAN DIEGO POLICE EQ	100212	8560	VEST - ROSE	0.00	636.90
TOTAL CHECK								0.00	1,273.80
1011	V4007474	09/17/15	16211	SECTRAN SECURITY IN	100140	8030	SECUR-1825 STRAND W	0.00	278.00
1011	V4007475	09/17/15	10748	SIMPLEX GRINNELL	100315	8030	BACKFLOW PS	0.00	419.98
1011	V4007475	09/17/15	10748	SIMPLEX GRINNELL	100315	8030	CH FIRE ALARM	0.00	576.00
1011	V4007475	09/17/15	10748	SIMPLEX GRINNELL	100315	8030	PD 9/1-11/30/15	0.00	1,257.63
TOTAL CHECK								0.00	2,253.61
1011	V4007476	09/17/15	11451	UNITED ROTARY BRUSH	100312	8250	SWEEPER PARTS	0.00	349.47
1011	V4007476	09/17/15	11451	UNITED ROTARY BRUSH	100312	8250	SWEEPER PARTS	0.00	510.09
TOTAL CHECK								0.00	859.56
1011	V4007477	09/17/15	11714	VALLEY INDUSTRIAL S	100315	8252	FAUCET PARTS	0.00	310.35
1011	V4007479	09/17/15	13641	WESTAIR GASES & EQU	100314	8530	CYLINDER RENTAL	0.00	145.21
1011	V4007481	09/24/15	10050	ACE UNIFORMS & ACCE	100212	8560	UNIF NEW EE - VLACH	0.00	120.95

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007481	09/24/15	10050	ACE UNIFORMS & ACCE	100212	8560	UNIF NEW EE-INSALAC	0.00	168.47
TOTAL CHECK								0.00	289.42
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100251	8205	JANIT FD-HQ 2015-8	0.00	350.22
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100255	8205	JANIT SVC BLDG 2015	0.00	353.97
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100255	8205	JANIT LG TWR 2015-8	0.00	474.87
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100315	8205	PS ADMN BLDG 8/31	0.00	151.28
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100311	8205	PS ADMN BLDG 8/31	0.00	170.19
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100316	8205	PS ADMN BLDG 8/31	0.00	189.10
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100314	8205	PS ADMN BLDG 8/31	0.00	208.00
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100313	8205	PS ADMN BLDG 8/31	0.00	359.28
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100313	8205	CAYS PARK RR	0.00	359.89
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100313	8205	GLORIETTA BAY RR	0.00	387.22
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100312	8205	PS ADMN BLDG 8/31	0.00	397.10
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100313	8205	SPRECKLES PARK RR	0.00	520.60
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100316	8205	N.BEACH RR	0.00	715.72
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100315	8030	S BEACH PRT	0.00	715.72
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	100316	8205	C.B. RESTROOMS	0.00	715.72
TOTAL CHECK								0.00	6,068.88
1011	V4007483	09/24/15	10231	BRADFIELD, ALLISON	100115	8030	CC MTG MINS 9/1/15	0.00	470.00
1011	V4007485	09/24/15	14181	CARLOS JANITORIAL S	100316	8205	NB RR 7/15	0.00	803.00
1011	V4007485	09/24/15	14181	CARLOS JANITORIAL S	100311	8570	CONCERT PARK JANITO	0.00	840.00
1011	V4007485	09/24/15	14181	CARLOS JANITORIAL S	100316	8205	C.B. RR 7/15	0.00	926.25
1011	V4007485	09/24/15	14181	CARLOS JANITORIAL S	100313	8205	PARKS RESTROOMS 7/1	0.00	1,107.25
1011	V4007485	09/24/15	14181	CARLOS JANITORIAL S	100313	8205	SPRECKLES RR 7/15	0.00	2,464.00
TOTAL CHECK								0.00	6,140.50
1011	V4007486	09/24/15	14354	COFFEE AMBASSADOR,	100125	8560	COFFEE SERVICE - CH	0.00	434.38
1011	V4007487	09/24/15	10464	CORONADO MAINSTREET	100110	8415	GARDEN PARTY-MAYOR	0.00	95.00
1011	V4007488	09/24/15	12894	DAY WIRELESS SYSTEM	100216	8390	BROKEN FOOT PEDAL	0.00	259.20
1011	V4007489	09/24/15	10626	ENTENMANN ROVIN CO	100211	8560	BADGE POLICE OFFICE	0.00	153.97
1011	V4007489	09/24/15	10626	ENTENMANN ROVIN CO	100211	8560	BADGE - POLICE OFFI	0.00	173.41
1011	V4007489	09/24/15	10626	ENTENMANN ROVIN CO	100211	8560	BADGE - LIEUTENANT	0.00	354.38
TOTAL CHECK								0.00	681.76
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	100315	8252	BALLAST	0.00	504.01
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	100315	8252	CREDIT MEMO	0.00	-756.02
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	100315	8252	LAMPS	0.00	162.00
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	100315	8252	BALLAST	0.00	203.58
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	100315	8252	BALLAST	0.00	252.01
TOTAL CHECK								0.00	365.58
1011	V4007493	09/24/15	14462	PFM ASSET MANAGEMEN	100	4710	AUG 15 INVSTMNT FEE	0.00	4,456.15
1011	V4007494	09/24/15	10748	SIMPLEX GRINNELL	100315	8030	PD FIRE ALARM	0.00	902.88
1011	V4007494	09/24/15	10748	SIMPLEX GRINNELL	100315	8030	8/1-10/31/15 CLUB R	0.00	113.19
1011	V4007494	09/24/15	10748	SIMPLEX GRINNELL	100315	8030	8/1-10/31/15 TC	0.00	113.19

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 100 - GENERAL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007494	09/24/15	10748	SIMPLEX GRINNELL	100315	8030	101 B AVE BCKFLOW	0.00	419.98
1011	V4007494	09/24/15	10748	SIMPLEX GRINNELL	100315	8030	BOATHOUSE FIRE ALRM	0.00	674.75
TOTAL CHECK								0.00	2,223.99
TOTAL CASH ACCOUNT								0.00	61,563.39
TOTAL FUND								0.00	61,563.39

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 102 - PAYROLL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1012	V4007447	09/14/15	11992	AFSCME LOCAL 127	102	2028	DED:5100 AFSCME	0.00	867.54
1012	V4007449	09/14/15	11991	CORONADO FIREFIGHTE	102	2028	DED:5250 CFA	0.00	1,472.00
1012	V4007450	09/14/15	11988	CORONADO POLICE OFF	102	2028	DED:5300 CPOA	0.00	3,229.14
1012	V4007451	09/14/15	12000	EMPLOYEE SUNSHINE F	102	2028	DED:6700 SUNSHINE	0.00	143.00
1012	V4007452	09/14/15	16182	HALL, CARRIE	102	2028	DED:1302 WAGE ASSGN	0.00	331.00
1012	V4007453	09/14/15	11989	ICMA-RC : #300831-4	102	2028	DED:5504 IRA-ROTH	0.00	300.00
1012	V4007453	09/14/15	11989	ICMA-RC : #300831-4	102	2028	DED:5505 457-ROTH	0.00	400.56
1012	V4007453	09/14/15	11989	ICMA-RC : #300831-4	102	2028	DED:5501 457-PRETAX	0.00	1,800.44
1012	V4007453	09/14/15	11989	ICMA-RC : #300831-4	102	2028	DED:5503 457-ROTH	0.00	10,907.04
1012	V4007453	09/14/15	11989	ICMA-RC : #300831-4	102	2028	DED:5500 457-PRETAX	0.00	20,838.47
TOTAL CHECK								0.00	34,246.51
1012	V4007454	09/14/15	16882	ICMA-RC : RHS #8034	102	2028	DED:2852 RET HEALTH	0.00	236.32
1012	V4007454	09/14/15	16882	ICMA-RC : RHS #8034	102	2028	DED:2853 RET HEALTH	0.00	914.53
TOTAL CHECK								0.00	1,150.85
1012	V4007455	09/14/15	16305	LISA RENE PRICE	102	2028	DED:1303 WAGE ASSGN	0.00	1,061.53
1012	V4007456	09/14/15	11702	UNITED WAY OF SAN D	102	2028	DED:6900 UNITED WAY	0.00	166.00
1012	V4007497	09/24/15	11992	AFSCME LOCAL 127	102	2028	DED:5100 AFSCME	0.00	867.54
1012	V4007498	09/24/15	11991	CORONADO FIREFIGHTE	102	2028	DED:5250 CFA	0.00	1,472.00
1012	V4007499	09/24/15	11988	CORONADO POLICE OFF	102	2028	DED:5300 CPOA	0.00	3,125.33
1012	V4007500	09/24/15	12000	EMPLOYEE SUNSHINE F	102	2028	DED:6700 SUNSHINE	0.00	143.00
1012	V4007501	09/24/15	16182	HALL, CARRIE	102	2028	DED:1302 WAGE ASSGN	0.00	331.00
1012	V4007502	09/24/15	11989	ICMA-RC : #300831-4	102	2028	DED:5504 IRA-ROTH	0.00	300.00
1012	V4007502	09/24/15	11989	ICMA-RC : #300831-4	102	2028	DED:5505 457-ROTH	0.00	392.60
1012	V4007502	09/24/15	11989	ICMA-RC : #300831-4	102	2028	DED:5501 457-PRETAX	0.00	1,387.63
1012	V4007502	09/24/15	11989	ICMA-RC : #300831-4	102	2028	DED:5503 457-ROTH	0.00	3,557.04
1012	V4007502	09/24/15	11989	ICMA-RC : #300831-4	102	2028	DED:5500 457-PRETAX	0.00	22,338.47
TOTAL CHECK								0.00	27,975.74
1012	V4007503	09/24/15	16882	ICMA-RC : RHS #8034	102	2028	DED:2852 RET HEALTH	0.00	236.32
1012	V4007503	09/24/15	16882	ICMA-RC : RHS #8034	102	2028	DED:2853 RET HEALTH	0.00	914.53
TOTAL CHECK								0.00	1,150.85
1012	V4007504	09/24/15	16305	LISA RENE PRICE	102	2028	DED:1303 WAGE ASSGN	0.00	1,061.53
1012	V4007505	09/24/15	11702	UNITED WAY OF SAN D	102	2028	DED:6900 UNITED WAY	0.00	166.00
TOTAL CASH ACCOUNT								0.00	78,960.56

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 102 - PAYROLL FUND

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
TOTAL FUND								0.00	78,960.56

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	-----DESCRIPTION-----	SALES TAX	AMOUNT
1011	V4007430	09/10/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	220.20
1011	V4007430	09/10/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	527.39
1011	V4007430	09/10/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	945.30
TOTAL CHECK								0.00	1,692.89
1011	V4007433	09/10/15	16797	BLUE WAVE CORONADO	106512	8067	SURF GROUP & PRIVAT	0.00	2,624.00
1011	V4007433	09/10/15	16797	BLUE WAVE CORONADO	106512	8067	SURF CAMP 8/17-8/21	0.00	4,320.00
TOTAL CHECK								0.00	6,944.00
1011	V4007436	09/10/15	14354	COFFEE AMBASSADOR,	106515	8030	SMART FILTERS	0.00	254.88
1011	V4007457	09/17/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	1,249.25
1011	V4007460	09/17/15	16738	BRYAN CONWAY	106514	8067	TENNIS LESSONS	0.00	96.00
1011	V4007460	09/17/15	16738	BRYAN CONWAY	106514	8067	TENNIS LESSONS	0.00	112.00
1011	V4007460	09/17/15	16738	BRYAN CONWAY	106514	8067	TENNIS LESSONS	0.00	144.00
1011	V4007460	09/17/15	16738	BRYAN CONWAY	106514	8067	TENNIS LESSONS	0.00	160.00
TOTAL CHECK								0.00	512.00
1011	V4007462	09/17/15	11936	E. BAKER INDUSTRIES	106511	7160	UNIFORMS	0.00	712.80
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	TENNIS LESSONS	0.00	16.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	TENNIS LESSONS	0.00	16.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	WED NIGHT DRILL	0.00	48.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	TENNIS LESSONS	0.00	64.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	TENNIS LESSONS	0.00	64.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	WED NIGHT DRILL	0.00	96.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	TENNIS LESSONS	0.00	112.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	WED NIGHT DRILL	0.00	112.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	WED NIGHT DRILL	0.00	128.00
1011	V4007467	09/17/15	10804	HOPKINS, PHILIP DAV	106514	8067	MORNING DROP INS	0.00	400.00
TOTAL CHECK								0.00	1,056.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	64.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	80.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	96.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	112.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	128.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	128.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	128.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	128.00
1011	V4007470	09/17/15	16623	LAILA ABDALA SAAD	106514	8067	TENNIS LESSONS	0.00	128.00
TOTAL CHECK								0.00	992.00
1011	V4007474	09/17/15	16211	SECTRAN SECURITY IN	106511	8030	SECUR-1840 STRAND W	0.00	278.00
1011	V4007480	09/24/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	220.20
1011	V4007480	09/24/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	1,018.02
1011	V4007480	09/24/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	440.39
1011	V4007480	09/24/15	10042	ABCANA INDUSTRIES,	106513	8575	POOL CHEMICALS	0.00	772.24
TOTAL CHECK								0.00	2,450.85

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 106 - RECREATION SERVICES

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106512	8205	CUST SVC COTTAGE	0.00	112.23
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106515	8205	COMM CTR EXTERIOR	0.00	249.54
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106512	8205	CUST SVC BOATHOUSE	0.00	446.86
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106515	8205	CUST SVC CLUBROOM	0.00	446.87
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106514	8205	CUST SVC TENNIS CTR	0.00	894.19
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	106515	8205	CUST SVC COMM CTR	0.00	2,694.85
TOTAL CHECK								0.00	4,844.54
1011	V4007484	09/24/15	16738	BRYAN CONWAY	106514	8067	TENNIS LESSONS	0.00	192.00
1011	V4007491	09/24/15	15260	MATCH POINT TENNIS	106514	8205	AUGUST SVC	0.00	2,767.27
TOTAL CASH ACCOUNT								0.00	23,946.48
TOTAL FUND								0.00	23,946.48

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 112 - EMPLOYEE BENEFITS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007448	09/14/15	17023	BENEFIT & RISK MANA	112	1420	SEPT BENEFITS-BRMS	0.00	39,720.14
TOTAL CASH ACCOUNT								0.00	39,720.14
TOTAL FUND								0.00	39,720.14

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 130 - SOLID WASTE AND RECYCLING

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	130320	8250	800 MHZ MAINT-SEP 1	0.00	27.50
TOTAL CASH ACCOUNT								0.00	27.50
TOTAL FUND								0.00	27.50

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 220 - CORONADO TIDELANDS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007475	09/17/15	10748	SIMPLEX GRINNELL	220591	8390	MARINA BLDG PROG	0.00	1,588.38
TOTAL CASH ACCOUNT								0.00	1,588.38
TOTAL FUND								0.00	1,588.38

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 251 - LIBRARY AUDIO VISUAL

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	251553	8505	JUVENILE DVD	0.00	26.99
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	251553	8505	JUVENILE DVD'S	0.00	29.99
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	251553	8505	JUVENILE DVD'S	0.00	103.92
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	251553	8505	JUVENILE DVD'S	0.00	116.90
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	251553	8505	JUVENILE DVD'S	0.00	185.87
TOTAL CHECK								0.00	463.67
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	GEN INT DVD'S	0.00	8.79
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	GEN INT DVD	0.00	8.79
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD	0.00	11.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUV DVD	0.00	13.59
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	GEN INT DVD	0.00	23.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	TEEN DVD	0.00	23.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	27.97
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	GEN INT DVD'S	0.00	27.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD	0.00	31.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	38.98
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	GEN INT DVD'S	0.00	47.98
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	57.86
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	61.98
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	99.94
1011	V4007440	09/10/15	15229	MIDWEST TAPE	251553	8505	JUVENILE DVD'S	0.00	187.90
TOTAL CHECK								0.00	673.73
TOTAL CASH ACCOUNT								0.00	1,137.40
TOTAL FUND								0.00	1,137.40

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 400 - GENERAL CAPITAL PROJECTS

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007490	09/24/15	14257	HARRIS & ASSOCIATES	400710	9724	ALLEY/SWR AUG PROG	0.00	413.75
TOTAL CASH ACCOUNT								0.00	413.75
TOTAL FUND								0.00	413.75

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 510 - WASTEWATER UTILITY

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	510010	8250	800 MHZ MAINT-SEP 1	0.00	165.00
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	510010	8205	PS ADMN BLDG 8/31	0.00	359.28
1011	V4007490	09/24/15	14257	HARRIS & ASSOCIATES	510781	9724	ALLEY/SWR AUG PROG	0.00	413.75
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	510010	8252	CAYS MAIN BREAKER	0.00	2,819.29
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	510010	8252	CREDIT MEMO	0.00	-253.80
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	510010	8252	CAYS MAIN LIGHT SW	0.00	18.58
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	510010	8252	LED LAMPS	0.00	262.98
TOTAL CHECK								0.00	2,847.05
TOTAL CASH ACCOUNT								0.00	3,785.08
TOTAL FUND								0.00	3,785.08

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 520 - GOLF COURSE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007459	09/17/15	14247	AMBIUS (J.C. EHRLIC	520020	8030	EXTERIOR PLANTS	0.00	422.00
1011	V4007469	09/17/15	14516	JUNIPERS INTERIOR P	520020	8030	INTERIOR PLANTS	0.00	230.94
1011	V4007478	09/17/15	11753	WAXIE SANITARY SUPP	520020	8590	JANITORIAL SUPPLIES	0.00	-545.29
1011	V4007478	09/17/15	11753	WAXIE SANITARY SUPP	520020	8590	JANITORIAL SUPPLIES	0.00	1,698.35
TOTAL CHECK								0.00	1,153.06
1011	V4007495	09/24/15	12901	SIMPLOT PARTNERS	520020	8535	FERTILIZER	0.00	189.01
1011	V4007496	09/24/15	11753	WAXIE SANITARY SUPP	520020	8590	JANITORIAL SUPPLIES	0.00	159.89
1011	V4007496	09/24/15	11753	WAXIE SANITARY SUPP	520020	8590	JANITORIAL SUPPLIES	0.00	215.91
TOTAL CHECK								0.00	375.80
TOTAL CASH ACCOUNT								0.00	2,370.81
TOTAL FUND								0.00	2,370.81

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 530 - STORM DRAINAGE

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007463	09/17/15	12638	COUNTY OF SAN DIEGO	530030	8250	800 MHZ MAINT-SEP 1	0.00	27.50
1011	V4007482	09/24/15	15108	AZTEC LANDSCAPING,	530030	8205	PS ADMN BLDG 8/31	0.00	56.72
1011	V4007492	09/24/15	11174	ONE SOURCE DISTRIBU	530030	8255	BANDEL PUMP #6 BRKR	0.00	2,163.78
TOTAL CASH ACCOUNT								0.00	2,248.00
TOTAL FUND								0.00	2,248.00

SELECTION CRITERIA: transact.check_no between 'V4007430' and 'V4007505'
ACCOUNTING PERIOD: 3/16

FUND - 726 - PAULINE FRIEDMAN BEQUEST

CASH ACCT	CHECK NO	ISSUE DT	VENDOR	NAME	BUDGET CHECK	ACCNT	----DESCRIPTION----	SALES TAX	AMOUNT
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	726565	8505	JUVENILE CD	0.00	45.00
1011	V4007439	09/10/15	11864	MICROMARKETING, LLC	726565	8505	JUVENILE CD'S	0.00	150.45
TOTAL CHECK								0.00	195.45
1011	V4007440	09/10/15	15229	MIDWEST TAPE	726565	8505	GEN INT TB	0.00	14.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	726565	8505	TEEN TB	0.00	29.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	726565	8505	GEN INT DVD'S	0.00	29.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	726565	8505	GEN INT DVD	0.00	63.99
1011	V4007440	09/10/15	15229	MIDWEST TAPE	726565	8505	GEN INT DVD'S	0.00	231.96
TOTAL CHECK								0.00	370.92
TOTAL CASH ACCOUNT								0.00	566.37
TOTAL FUND								0.00	566.37
TOTAL REPORT								0.00	216,327.86

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ACCEPTANCE OF STREET, CURB AND GUTTER IMPROVEMENTS PROJECT (D AVENUE AND THIRD STREET) AND DIRECTION TO THE CITY CLERK TO FILE A NOTICE OF COMPLETION

RECOMMENDATION: Accept the Street, Curb, and Gutter Improvements project and direct the City Clerk to file a Notice of Completion.

FISCAL IMPACT: The Street, Curb and Gutter program is funded every year partly with General Fund and partly with TransNet funds. This particular project segment was completed using FY 2013-14 appropriations, $644,000 from the General Fund and $556,000 from TransNet for a total project budget of $1.2 million. The final project cost, including design, construction, testing and inspection, and other miscellaneous expenses, was $870,650 as shown below. The remaining General Funds will be returned to the Fund 400 balance and the remaining TransNet funds will be transferred to the next Street, Curb and Gutter project.

	TransNet Fund 210	General Fund 400
Project Budget	$556,000	$644,000
Project Actual Costs:		
Design and Miscellaneous Expenses	$38,635	$39,015
Construction Budget	$355,000	$222,752
Change Orders	$122,248	
Testing and Inspection	$8,000	$18,000
Construction Support and Inspection	$28,000	$39,000
Total Project Costs	$551,883	$318,767
Balance	$4,117	$325,233

COUNCIL AUTHORITY: Approving a Notice of Completion is a ministerial action. Ministerial decisions involve the use of fixed standards or objective measure, removing personal subjective judgment in deciding whether or how the project should be carried out.

PUBLIC NOTICE: None required.

BACKGROUND: The City contracts for an annual street improvement project that typically includes repairs to the pavement, curbs, gutters, and cross gutters. The areas included in the project are identified through annual pavement inspections, as well as visual inspections of the current roadway surfaces by Public Services and Engineering staff. The streets included in this Street, Curb and Gutter project were D Avenue (First Street to Tenth Street), Third Street (Pomona Avenue to Glorietta Boulevard), and the southwestern portion of the intersection of Sixth Street and A Avenue.

ANALYSIS: PAL General Engineering, Inc. was issued the Notice to Proceed on June 15, 2015. The project was completed in accordance with the project plans, specifications, and the

City's direction on August 19, 2015. Recording of the Notice of Completion is an important step in finalizing the construction contract. It is a written notice issued by the owner of the property to notify concerned parties that the work has been completed and it triggers the time period for filing of mechanics' liens and stop notices to 30 days. Final retention payment is not made to the contractor until the 30-day period to file liens and stop notices has lapsed.

Submitted by Public Services & Engineering/Odiorne

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CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	LS	JNC	MLC	NA	JN	NA	NA	NA	CMM	NA

CONSIDERATION OF AN ENCROACHMENT PERMIT REGARDING PRIVATE IMPROVEMENTS WITHIN THE PUBLIC RIGHT-OF-WAY ADJACENT TO 1718 MONTEREY AVENUE

ISSUE: To determine whether a picket fence intruding into the public right-of-way in front of 1718 Monterey Avenue should be removed/relocated or permitted by an encroachment permit.

RECOMMENDATION: Approve the encroachment permit, subject to additional conditions, and require that the applicant pay twice the typical fee in accordance with Municipal Code Section 52.10.110(D).

FISCAL IMPACT: None. The applicant has paid the City the typical encroachment permit fee of $400; if approved, the applicant will be required to pay an additional $400 and maintain the encroachment at their expense.

CITY COUNCIL AUTHORITY: Coronado Municipal Code Section 52.08.030 requires City Council approval for structures built over the public right-of-way (i.e., encroachments). Such approval is an administrative action of the City Council. Administrative decisions, sometimes called "quasi-judicial" or "quasi-adjudicative" decisions, involve the application of existing laws or policies to a given set of facts. Courts give less deference to decision makers in administrative mandate actions. The court will inquire (a) whether the City has proceeded without, or in excess of its jurisdiction; (b) whether there was a fair hearing; or (c) whether there was any prejudicial abuse of discretion.

PUBLIC NOTICE: For the neighbors' information, a notice of the encroachment application, including a sketch of the encroachment, was sent to property owners and residents within a three-hundred-foot (300') radius of the address.

BACKGROUND: It was brought to the attention of the Public Services and Engineering Department that a white picket fence was constructed in the public right-of-way without the required encroachment or right-of-way permits. Staff investigated the issue and found a picket fence had been constructed within the public right-of-way adjacent to 1718 Monterey Avenue without proper permitting. The owner of the fence was notified of the violation and subsequently applied for an encroachment permit.

ANALYSIS: The public right-of-way at 1718 Monterey Avenue is located approximately 16' behind the top of curb adjacent to the property. As measured in the field, the 16' wide section of the City's right-of-way consists of an eight-foot wide parkway, a five-foot wide sidewalk, and three feet of lawn and driveway area behind the sidewalk. The picket fence in question at 1718 Monterey Avenue was constructed approximately one foot behind the public sidewalk, roughly two feet within the City's right-of-way. The fence extends across the majority of the property (approximately 47' out of the 63' property frontage) and is approximately 27" tall.

No encroachment nor right-of-way permits were processed with the City to authorize the location nor the construction of this permanent improvement in the public right-of-way. A review of the property found no reason why the fence could not be fully constructed within the

front yard of the private property. However, a review of neighboring houses along this block of Monterey Avenue identified one other property (1700 Monterey) with a block wall and wrought-iron fence constructed within the public right-of-way (with an approved encroachment permit) along a similar alignment as the proposed picket fence at 1718 Monterey.

Picket fences of similar height and design have been previously approved for installation within the public right-of-way; however, the introduction of picket-style fencing immediately adjacent to the sidewalk may expose pedestrians and bicyclists to potential risk of being snagged (purses, handlebars, etc.) by the pickets. In this case, the landscaping planted between the fence and sidewalk, once mature, will likely help prevent this from occurring. If approved, in accordance with typical conditions applied to encroachment permits, the homeowner would be required to modify their homeowners' insurance policy to name the City as additionally insured and the City would have the right to direct the homeowner to remove the fence at any time, should it be deemed a hazard.

The fence does enclose the base of a guy wire fastening pole for an SDG&E facility. Staff has contacted SDG&E and verified that they are not concerned with the location of the picket fence relative to their guy wire pole, but they do require the owner remove the planted vines infringing upon the utility pole that will eventually grow up the wire and adjacent structure.

Considering all of the above, staff recommends approval of an encroachment permit with the stipulation that the applicant be required to pay double the typical encroachment permit fee in accordance with Municipal Code Section 52.10.110(D) which states "Where a work or installation is commenced, carried on or completed prior to obtaining a permit required by this title, charges prescribed by this section shall be doubled, and such doubled fee shall be in addition to any other penalty prescribed by law."

ALTERNATIVE: The City Council may opt to not approve the encroachment permit and have staff direct the applicant to remove the subject fence from the public right-of-way.

Submitted by Public Services & Engineering/Katzenstein
Attachment: Draft Encroachment Permit

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CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	NA	JNC	MLC	NA	EW	N/A	N/A	N/A	CMM	N/A

RECORDATION REQUESTED BY:

City Clerk
City of Coronado
1825 Strand Way
Coronado, CA 92118

ENCROACHMENT PERMIT NO. E1508-045

An encroachment permit is hereby granted to the Permittee designated in paragraph one, Attachment A, as the owner of the Benefited Property described in paragraph two, Attachment A, to encroach as detailed in the diagram included as Exhibit A. Attachment A and Exhibit A are hereby incorporated herein by this reference as though fully set forth at length. In consideration of the issuance of this encroachment permit, Permittee hereby covenants and agrees, for the benefit of the City, as follows:

1. This covenant shall run with the land and be binding upon and inure to the benefit of the future owners, encumbrancers, successors, heirs, personal representatives, transferees, and assigns of the respective parties.

2. Permittee shall use and occupy the City Property only in the manner and for the purposes described in paragraph four, Attachment A.

3. By accepting the benefits herein, Permittee acknowledges title to the City Property to be in the City and waives all right to contest that title.

4. The term of this encroachment permit is indefinite and may be revoked by the City or abandoned by Permittee at any time. The City shall mail written notice of revocation to Permittee, addressed to the Benefited Property which shall set forth the date upon which the benefits of the encroachment permit are to cease.

5. City is entitled to remove all or a portion of the improvements constructed by Permittee in order to repair, replace, or install public improvements. City shall have no obligation to pay for or restore Permittee's improvements.

6. Permittee agrees to indemnify, defend and hold the City harmless from and against all claims, demands, costs, losses, damages, injuries, litigation, and liability arising out of or related to the use, construction, encroachment or maintenance to be done by the Permittee or Permittee's agents, employees or contractors on City Property.

7. Upon abandonment or revocation, Permittee shall, unless otherwise directed by the City and at no cost to the City, return City property to its pre-permit condition within the time specified in the notice of revocation or prior to the date of abandonment.

8. If Permittee fails to restore the City property, the City shall have the right to enter upon the City Property, after sending notice to the Permittee delivered at the Benefited Property, and restore the City Property to its pre-permit condition which includes the

removal and destruction of any improvements, and Permittee agrees to reimburse the City for the costs incurred.

9. If either party is required to incur costs to enforce the provisions of this covenant, the prevailing party shall be entitled to full reimbursement for all costs, including reasonable attorney's fees.

10. Permittee agrees that Permittee's duties and obligations under this covenant are a lien upon the Benefited Property. Upon 30-day notice, and an opportunity to respond, the City may add to the tax bill of the Benefited Property any past-due financial obligation owing to the City by way of this covenant.

11. Permittee waives the right to assert any claim or action against the City arising out of or resulting from the revocation of this permit or the removal of any improvement or any other action by the City, its officer, agents, or employees taken in a non-negligent manner, in accordance with the terms of this permit.

12. Permittee recognizes and understands that this permit may create a possessary interest subject to property taxation and that the Permittee may be subject to the payment of property taxes levied on such interest.

13. As a condition precedent to Permittee's right to go upon the City property, this permit must first be signed by the Permittee, notarized, executed by the City and recorded with the County Recorder of the County of San Diego. The recording fee shall be paid by Permittee.

14. Permittee will maintain this encroachment at their expense for as long as the encroachment remains in existence.

16. The applicant shall have their current general liability insurance policy on file with the City, labeling the City of Coronado as *Additionally Insured* and including the Additional Insured Endorsement.

17. Permittee shall keep the sidewalks around this improvement safe, clear and unobstructed for pedestrian traffic.

18. If any portion of the improvement is determined to be a pedestrian hazard, public nuisance or a public safety hazard in any way, as determined by the Director of Engineering and Project Development, then that portion of the facility shall be removed by Permittee at the Permittee's expense or the City shall remove all or any part of it at the Permittee's expense.

19. Any design changes to the encroachment area require the approval of the City Engineering Department.

20. Permittee shall keep adjacent public utilities within the right-of-way free from vegetation.

APPROVED AS TO FORM AND CONTENT

_____ Date_____

Ed Walton
City of Coronado
City Engineer

ATTEST:

By:_____
Mary L. Clifford
City of Coronado

City Clerk

Date:_____

AGREED AND ACCEPTED:

By:_____
Chadwick Baugh
Owner/Authorized Representative for
1718 Monterey Coronado, LLC
Permittee

Date:_____

-NOTARIZATION REQUIRED-

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

COUNTY OF _____

On _____, before me, _____, Notary Public,

personally appeared _____,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument, the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

_____

Place Notary Seal Above

Signature of Notary Public

ATTACHMENT A TO COVENANT REGARDING
ENCROACHMENT PERMIT NO. E1508-045

PARAGRAPH ONE:

Permittee

1718 Monterey Coronado, LLC
1718 Monterey Avenue
Coronado, CA 92118

PARAGRAPH TWO:

Benefited Property

1718 Monterey Avenue
Coronado, CA. 92118
A.P.N.: 537-190-05-00

PARAGRAPH THREE:

City Property

The encroachment allows a 27" high wooden picket fence to be placed in the Monterey Avenue right-of-way adjacent to 1718 Monterey Avenue. The fence extends 2'-0" into the right-of-way along the length of the front property line 65'-6", for a total encroachment area of 131 square feet.

PARAGRAPH FOUR:

Purpose

The purpose of this permit is to allow the Permittee to leave the previously constructed fence shown in Exhibit A of the encroachment permit, within the public right-of-way adjacent to 1718 Monterey Avenue.

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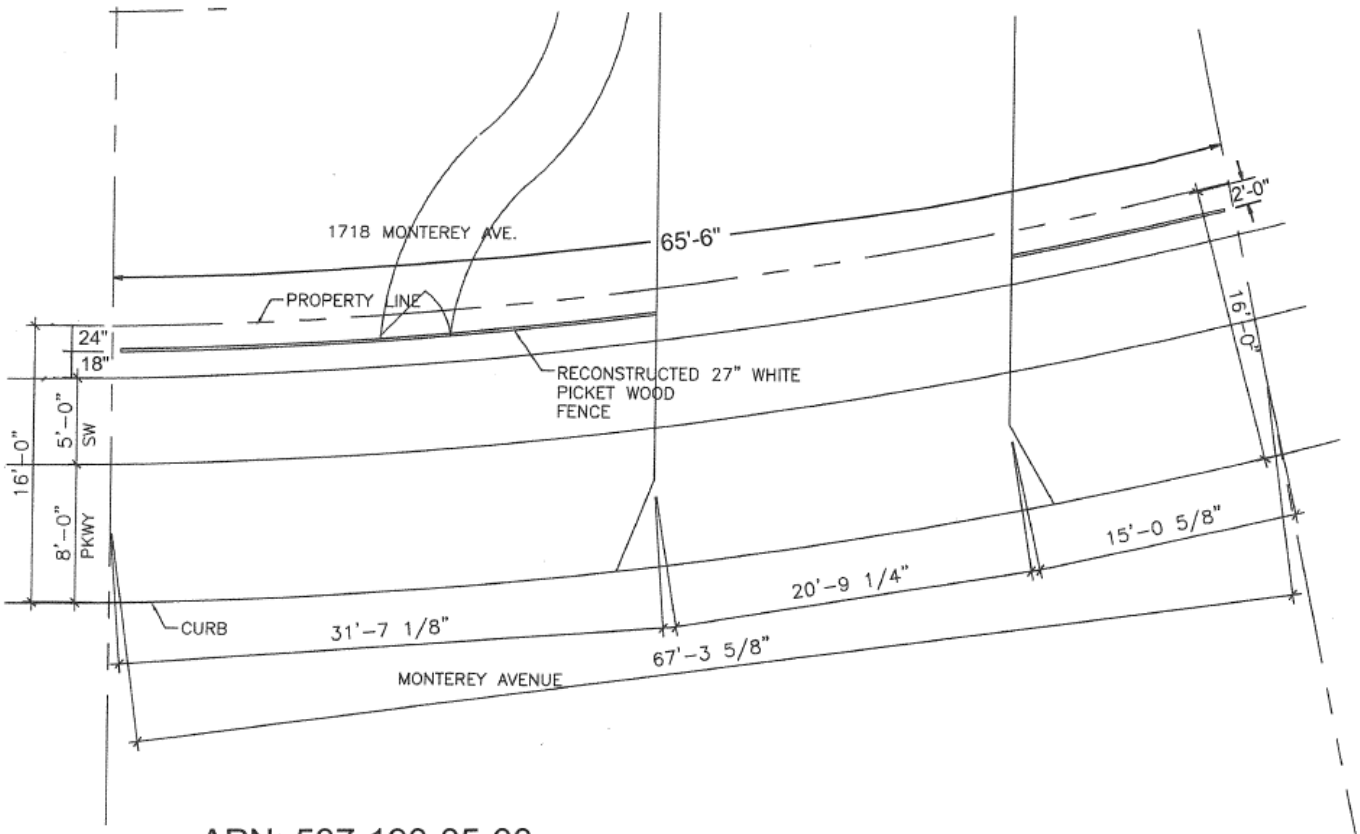
EXHIBIT A



APN: 537-190-05-00

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ADOPTION OF AN ORDINANCE AMENDING TITLE 70, BUILDING AND CONSTRUCTION, OF THE CITY OF CORONADO MUNICIPAL CODE TO ADD CHAPTER 70.35, SMALL ROOFTOP SOLAR ENERGY SYSTEMS

RECOMMENDATION: Adopt **"**An Ordinance of the City Council of the City of Coronado, California, Amending Title 70, Building and Construction, of the City of Coronado Municipal Code by Adding Chapter 70.35, Small Residential Rooftop Solar Energy Systems."

FISCAL IMPACT: None. There are no changes to the adopted fee schedule proposed with this action.

CITY COUNCIL AUTHORITY: Adoption of an ordinance amending the Municipal Code is a legislative action. Legislative actions tend to express a public purpose and make provisions for the ways and means of accomplishing the purpose. Legislative actions involve the exercise of discretion governed by considerations of public welfare, in which case, the City Council is deemed to have "paramount authority" in such decisions.

PUBLIC NOTICE: In lieu of the full text of the ordinance being published within 15 days after passage, a summary of the proposed ordinance was published in the *Coronado Eagle & Journal* on September 23, 2015, and a summary will be published within 15 days after adoption.

CEQA: The proposed action has been reviewed for compliance with the California Environmental Quality Act (CEQA) and it has been determined that there is no possibility that the activity may have a significant effect on the environment; therefore, pursuant to Section 15061(b)(3) of the state CEQA Guidelines the activity is exempt from the provisions of CEQA. Additionally, many of the permits processed under this Ordinance would fall within the exclusions provided for solar energy systems in Section 2108.35 of the Public Resources Code.

BACKGROUND: Assembly Bill 2188 (2014) amended Section 65850.5 of the Government Code to require cities and counties, on or before September 30, 2015 to adopt an ordinance that creates an expedited, streamlined permitting process for small residential rooftop solar energy systems.

This ordinance was introduced at the September 15, 2015 City Council meeting.

ANALYSIS: The ordinance (Attachment 1) authorizes the Building Official to develop and maintain the required eligibility checklist. An application that satisfies the requirements of the eligibility checklist, as determined by the Building Official, will be deemed complete and eligible for the expedited permitting process. Upon confirmation by the Building Official of the complete application and supporting documentation and that the solar energy system substantially conforms to all applicable local, state, and federal health and safety requirements, the Building Official will administratively approve the application and issue the required permit. One consolidated building inspection is required, which will be performed in a timely manner. If the system fails inspection, re-inspections will be required.

Staff has developed an eligibility checklist and is preparing to implement an expedited process for eligible residential rooftop systems. The checklist, standard plans and expedite process do substantially conform to the current version of the CSPG. In addition, staff will place on the City's website all required submittal documents and reference resources for the expedited permitting process.

Submitted by City Clerk/Clifford
Attachment: 1. Ordinance

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	N/A	JNC	MLC	N/A	N/A	N/A	N/A	N/A	N/A	N/A

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ORDINANCE NO. ____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, AMENDING TITLE 70, BUILDING AND CONSTRUCTION, OF THE CITY OF CORONADO MUNICIPAL CODE BY ADDING CHAPTER 70.35, SMALL RESIDENTIAL ROOFTOP SOLAR ENERGY SYSTEMS

WHEREAS, Subsection (a) of Section 65850.5 of the California Government Code provides that it is the policy of the State to promote and encourage the installation and use of solar energy systems by limiting obstacles to their use and by minimizing the permitting costs of such systems; and

WHEREAS, Subdivision (g)(1) of Section 65850.5 of the California Government Code provides that, on or before September 30, 2015, every city, county, or city and county shall adopt an ordinance, consistent with the goals and intent of subdivision (a) of Section 65850.5, that creates an expedited, streamlined permitting process for small residential rooftop solar energy systems.

NOW, THEREFORE, the City Council of the City of Coronado does ordain as follows:

SECTION ONE:

That Chapter 70.35 is hereby added to Title 70 of the Coronado Municipal Code and reads as follows:

70.35 Small Residential Rooftop Solar Energy Systems

A. Definitions.

The following definitions are adopted from California Government Code section 65850.5, as may be amended from time to time. These definitions shall apply to this Chapter 70.35 and are restated here for reference.

1. A "feasible method to satisfactorily mitigate or avoid the specific, adverse impact" includes, but is not limited to, any cost-effective method, condition, or mitigation imposed by the City on another similarly situated application in a prior successful application for a permit. The City shall use its best efforts to ensure that the selected method, condition, or mitigation meets the conditions of subparagraphs (A) and (B) of paragraph (1) of subdivision (d) of Section 714 of the Civil Code.

2. "Small residential rooftop solar energy system" means all of the following:
   a. A solar energy system that is no larger than 10 kilowatts alternating current nameplate rating or 30 kilowatts thermal.
   b. A solar energy system that conforms to all applicable state fire, structural, electrical, and other building codes as adopted or amended by the City and all state and City health and safety standards.

c. A solar energy system that is installed on a single or duplex family dwelling.
d. A solar panel or module array that does not exceed the maximum legal building height as defined by the City.

3. "Solar Energy System" means either of the following:
   a. Any solar collector or other solar energy device whose primary purpose is to provide for the collection, storage, and distribution of solar energy for space heating, space cooling, electric generation, or water heating.
   b. Any structural design feature of a building, whose primary purpose is to provide for the collection, storage, and distribution of solar energy for electricity generation, space heating or cooling, or for water heating.

4. "Specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified, and written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

B. Purpose. The purpose of this section is to adopt an expedited solar permitting process for small residential rooftop solar energy systems pursuant to Government Code 65850.5(g).

C. Applicability. This section applies to the permitting of eligible small residential rooftop solar energy systems in the City.

D. Permitting. Applicants desiring to qualify for the expedited review shall submit an application to the City, in a form approved by the City's building official. The building official is authorized to administratively act on such applications, pursuant to this section. Notwithstanding any other provision of this Code, decisions made by the building official pursuant to this Chapter may be appealed to the Planning Commission.

E. Eligibility checklists. The City building official is authorized and directed to develop checklists of all requirements with which small rooftop solar energy systems shall comply to be eligible for expedited review. The initial checklists shall be developed on or before September 30, 2015, and shall be the City's checklists, in accordance with Government Code section 65850.5.

F. An application that satisfies the requirements of the eligibility checklists, as determined by the building official, shall be deemed complete and eligible for the expedited permitting process. Upon receipt of an incomplete application, the building official shall issue a written correction notice detailing all deficiencies in the application and any additional information required to be eligible for the expedited permitting process.

G. Upon confirmation by the building official of the application and supporting documentation being complete and that the solar energy system substantially conforms to all applicable local, state, and federal health and safety requirements, the building official shall administratively approve the application and issue required permits. Such approval does not authorize an applicant to connect the small residential rooftop energy system to the local utility provider's electricity grid. The applicant is responsible for obtaining such approval or permission from the local utility provider.

H. For a small residential rooftop solar energy system eligible for expedited review, one consolidated building inspection shall be required, which shall be done in a timely manner. If a small residential rooftop solar energy system fails inspection, re-inspections are required. However, the subsequent inspection need not conform to the requirements of this Section.

I. Fees. Permit fees for eligible small residential rooftop solar systems shall be as specified in the most current adopted fee schedule.

J. Use Permit. If the building official makes a finding, based on substantial evidence, that the proposed solar energy system could have a specific, adverse impact on the public health and safety, the building official may require the applicant to apply for a use permit from the Building Official. The decision of the Building Official may be appealed to the Planning Commission.

K. Denial. If a use permit is required, the City may deny an application if it makes written findings based on substantial evidence in the record that the proposed installation would have a specific, adverse impact on the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

SECTION TWO: Severability

If any portion of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid, unenforceable or unconstitutional, by a court of competent jurisdiction, that portion shall be deemed severable, and such invalidity, unenforceability or unconstitutionality shall not affect the validity or enforceability of the remaining portions of the Ordinance, or its application to any other person or circumstance. The City Council of the City of Coronado hereby declares that it would have adopted each section, sentence, clause or phrase of this Ordinance, irrespective of the fact that any one or more other sections, sentences, clauses or phrases of the Ordinance be declared invalid, unenforceable or unconstitutional.

SECTION THREE: Construction

The City Council of the City of Coronado intends this Ordinance to supplement, not to duplicate or contradict, applicable state and federal law and this Ordinance shall be construed in light of that intent.

SECTION FOUR: Effective Date

This Ordinance shall take effect and be in force on thirty (30) days after its adoption.

SECTION FIVE: Publication

Within fifteen (15) days after its adoption, the City Clerk is directed to publish this ordinance to the provisions of Government Code Section 36933.

INTRODUCED at a regular meeting of the City Council of the City of Coronado, California held on the 15th day of September 2015, and thereafter,

PASSED AND ADOPTED this _____, 2015, by the following vote to wit:

AYES: **BAILEY, DOWNEY, SANDKE, TANAKA**
NAYS: **NONE**
ABSTAIN: **NONE**
ABSENT: **WOIWODE**

_____
Casey Tanaka, Mayor of the
City of Coronado, California

ATTEST AND CERTIFICATION

I hereby certify that this is a true and correct copy of Ordinance No. ____, which has been published pursuant to law.

_____
Mary L. Clifford
City Clerk

ACCEPTANCE OF 44 TRAUMA KITS VALUED AT $3,253 FROM THE SAN DIEGO COUNTY LAW ENFORCEMENT FOUNDATION

RECOMMENDATION: Authorize the Police Department to accept the equipment.

FISCAL IMPACT: There is minimal fiscal impact associated with receiving this donated equipment. These kits will be assigned to each officer. At the end of the equipment's useful life, which is expected to be five years, the City will evaluate whether or not to replace the equipment. It is possible that replacement equipment could be purchased with Asset Forfeiture funds or other grants.

CITY COUNCIL AUTHORITY: Acceptance of a grant is a legislative action. The City Council is authorized to approve the receipt of grant funds. Legislative actions tend to express a public purpose and make provisions for the ways and means to accomplish the purpose. Legislative actions involve the exercise of discretion governed by considerations of public welfare, in which case the City Council is deemed to have "paramount authority" in such decision.

PUBLIC NOTICE: None required.

BACKGROUND: The San Diego County Law Enforcement Foundation is a non-profit corporation composed of community members dedicated to providing financial support to the San Diego County Sheriffs and Police Departments. Financial support is distributed in the form of equipment grants. No funds are received from this grant as it is an equipment-only grant. The Police Department applied and was approved for SONS brand Trauma Kits.

ANALYSIS: The acceptance of this grant will allow the Coronado Police Department to receive 44 trauma kits to be assigned to each sworn officer. Trauma wounds are one of the leading causes of death in the United States. Quick response in stopping the loss of blood is critical to increasing the chances of survival of a trauma wound patient. Placing the trauma kits in the hands of officers in the field will greatly enhance the possibility of survival of members of the public or officers with traumatic injuries. The trauma kit is pocket sized and small enough to fit in a jacket pocket or can be worn in a variety of other applications.

The Police Department is prepared to accept this equipment from the grantor.

ALTERNATIVE: The City Council can choose not to accept the kits.

Submitted by Police Department/Froomin

CM	ACM	AS	CA	CC	CD	CE	F	L	PD	PSE	R/G
BK	TR	LS	JNC	MLC	N/A	N/A	N/A	N/A	JF	N/A	N/A

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ACCEPTANCE OF CALIFORNIA BOARD OF STATE AND COMMUNITY CORRECTIONS (BSCC) POLICE GRANT FUNDS IN THE AMOUNT OF $5,462 AND AUTHORIZE THE ACCEPTANCE OF ADDITIONAL GRANTS FUNDS FROM THE BSCC THROUGH FISCAL YEAR 2019-20

ISSUE: Whether to accept grant funds in the amount of $5,462 provided by the California Board of State and Community Corrections (BSCC) and to authorize the acceptance of similar funding through Fiscal Year 2019-20, a five-year period, or continue to approve the acceptance of the grant amount annually.

RECOMMENDATION: Accept and appropriate grant funds received from the Board of State and Community Corrections (BSCC) through Fiscal Year 2019-20, a five-year period.

FISCAL IMPACT: The City of San Diego will disburse $5,462 from the allocated State Grant funds to the City of Coronado upon notification of Council approval. The funds will be used to fund the Gang Resistance Education and Training (G.R.E.A.T.) Program in the schools and defray overtime costs associated with participating in the regional program described below. This is not a reimbursement grant. Funds are received upfront, before expenses are incurred. The Police Department will carry over unexpended funds and use them for similar purposes in future years.

These funds will need to be added to the Fiscal Year budget using revenue code 245-5805 and expenditure codes 245235-7012 for personnel costs and 245235-8560 (project code AB109-BSCC) for G.R.E.A.T. expenses. There is not an expiration date on the use of these funds, local administrative regulations, or requirements for allocation of funds. There are no reporting requirements relative to the expenditure of these funds.

With the Council's approval, this grant will be accepted for a five-year period.

CEQA: The action contemplated is not a project as defined by CEQA.

CITY COUNCIL AUTHORITY: Approval of grant funds is a legislative action. The City Council is authorized to approve the receipt of grant funds. Legislative actions tend to express a public purpose and make provisions for the ways and means to accomplish the purpose. Legislative actions involve the exercise of discretion governed by considerations of public welfare, in which case the City Council is deemed to have "paramount authority" in such decision.

PUBLIC NOTICE: None required.

BACKGROUND: On January 17, 2012, the BSCC provided $24 million in State funds to frontline law enforcement as part of AB 109 known as 2011 Public Safety realignment. Under AB 109, the burden of monitoring a significant number of convicted felons shifted from State to County law enforcement jurisdictions. As a result, regional law enforcement agencies have collaborated more closely in an effort to monitor those released to "community supervision." The intent of the collaboration is to lessen impacts on local communities. The framework of

how to spend the grant funds has been established by the California Police Chiefs Association (CPCA) who lobbied for local funding as part of AB 109.

CPCA has stated that the funds would be used regionally by collaborating police departments to address crime impacts in each community. Each city's approach will be different depending upon unique needs, staffing, and geography. Local agencies are positioned to make all decisions on how funds should be used, consistent with guidelines provided by the BSCC. In 2014, additional uses of the funds were added, including officer training related to dealing with the mentally ill and gang resistance training for the community. The Coronado Police Department received its first distribution of these funds in July 2013 from Fiscal Year 2012-13 funding allocations.

ANALYSIS: The City of San Diego is the local agency responsible for distributing funds to municipalities in San Diego County and will distribute the allocated funds to each city. The City of Coronado is scheduled to receive $5,462 in the current fiscal year. It is recommended that these funds be used to provide the Gang Resistance Education and Training (G.R.E.A.T.) Program in our schools. Expenses for the G.R.E.A.T. program include classroom supplies for the officer teaching the program, promotional materials, as well as incentives and recognition for the student participants. Additionally, funds will be used for overtime related to officers participating in regional crime suppression details, including probation sweeps of primarily AB 109 subjects to ensure compliance with probation conditions and to send a clear message that law enforcement is cooperating to monitor their behavior.

The formula used to equitably distribute these funds to local law enforcement agencies divides the total amount of funds granted to the county into two equal parts. One half is distributed to agencies based on the number of probationers living in the community who were released based on AB109. The second half is distributed based on the population of the community.

In an effort to maximize efficiency for staff and the City Council, staff is recommending approval of receipt and allocation of these grant funds for the five-year period ending with fiscal year 2019/20. Rather than the alternative of approving the acceptance of the grant annually, staff will only return to the City Council during this period if the distribution formula changes or the funding is no longer made available.

ALTERNATIVES:
1. The City Council can choose not to accept the funds.
2. The City Council can direct staff to return annually to receive approval to accept these grant funds.

Submitted by Police Department/Froomin

CM	ACM	AS	CA	CC	CD	CE	F	L	PD	PSE	R/G
BK	TR	BL	JNC	MLC	N/A	N/A	N/A	N/A	JF	N/A	N/A

ADOPTION OF A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUCCESSOR MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF CORONADO AND THE ASSOCIATION OF FEDERAL, STATE, COUNTY, AND MUNICIPAL EMPLOYEES (AFSCME) LOCAL 127 FOR FISCAL YEARS 2015-16 THROUGH 2017-18

RECOMMENDATION: Adopt "A Resolution of the City Council of the City of Coronado Authorizing the City Manager to Execute a Memorandum of Understanding Between the City of Coronado and the Association of Federal, State, County, and Municipal Employees (AFSCME) Local 127 for Fiscal Years 2015-16 through 2017-18, Approving Two Side Letter Agreements to Review Certain Classifications, and Approving Corresponding Changes to the Personnel Authorization and Compensation Plan."

FISCAL IMPACT: The negotiated adjustments to compensation include a non-perpetual 2% stipend and a base pay increase of 1% for Fiscal Year 2016, a 3% base pay adjustment for Fiscal Year 2017 and a 2% base pay adjustment for Fiscal Year 2018. The net impact of these changes in Fiscal Year 2015/16, across all funds, is approximately $113,000 and $54,900 to the General Fund. The FY 2015-16 budget includes funds to cover these pay increases.

The MOU also provides an increase to the 2016 cafeteria plan contribution of $100 per month, equal to other employee groups. There is a "me too" clause for the 2017 and 2018 cafeteria plan years as well.

There are no other economic components to the MOU; however, there is one clean-up item contained in a side letter that has a small fiscal impact. This impact is associated with an incentive pay to the Electrician position that was contemplated during the last contract negotiations. The Electrician is assigned to Wastewater/Stormwater and it was contemplated that this position would be eligible for the same incentive pays that were provided to the maintenance worker positions assigned to Wastewater/Stormwater. The side letter is intended to clean up this oversight from the prior negotiations.

CITY COUNCIL AUTHORITY: The City Council has broad discretion to determine the terms and conditions of employment for the City's employees.

PUBLIC NOTICE: None required.

BACKGROUND: AFSCME represents 46 employees in the City's Public Services and Golf Course Operations Departments. Represented classifications perform maintenance functions in Streets, Parks, Wastewater, Storm Water, Fleet, Facilities and Golf Maintenance. The current collective bargaining agreement expired on June 26, 2015.

ANALYSIS: The City and AFSCME have reached agreement for a successor MOU within the negotiating parameters authorized by the City Council pending ratification and approval by both parties. The AFSMCE membership has voted to approve the revised MOU pending City Council approval.

The MOU covers fiscal years 2016, 2017 and 2018, and is attached as Exhibit 1 to the implementing resolution. Two side letters to the MOU will provide that the City and

AFSCME will conduct further evaluation of job assignments and compensation associated with several classifications to verify whether the work being performed is within the job specifications, and to examine the viability and desirability of establishing a separate classification for those maintenance workers assigned in Wastewater/Stormwater.

Submitted by Administrative Services/Suelter

Attachment: Resolution and AFSCME Memorandum of Understanding (MOU) and Side Letter Agreements.

I:\as\stfrpt\MOU & Salary\STFRPT AFSCME FYS15-18 09-18-15

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	LS	JNC	MLC	NA	NA	NA	NA	NA	CMM	NA

RESOLUTION NO _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE CITY MANAGER TO EXECUTE A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF CORONADO AND THE ASSOCIATION OF FEDERAL, STATE, COUNTY, AND MUNICIPAL EMPLOYEES (AFSCME) LOCAL 127 FOR FISCAL YEARS 2015-16 THROUGH 2017-18, APPROVING TWO SIDE LETTER AGREEMENTS TO REVIEW CERTAIN CLASSIFICATIONS, AND APPROVING CORRESPONDING CHANGES TO THE PERSONNEL AUTHORIZATION AND COMPENSATION PLAN

WHEREAS, the City and the Association of Federal, State, County and Municipal Employees (AFSCME) have met in good faith to discuss a successor Memorandum of Understanding (MOU); and

WHEREAS, the City and AFSCME reached an agreement on wages, hours, and working conditions for the members of AFSCME for fiscal years 2015-18.

NOW THEREFORE, **BE IT RESOLVED** by the City Council of the City of Coronado to authorize the City Manager to execute the Memorandum of Understanding shown in Exhibit 1 and attached hereto.

BE IT FURTHER RESOLVED, that the City Manager is authorized to execute two side letter agreements shown in Exhibit 2 and attached hereto.

BE IT FURTHER RESOLVED, that the City of Coronado Personnel Authorization and Compensation Plan be amended to reflect the compensation so outlined in Exhibit 1.

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this 6th day of October 2015, by the following vote, to wit:

AYES:
NAYS:
ABSTAIN:
ABSENT:

_____
Casey Tanaka, Mayor
City of Coronado

Attest:

_____
Mary L. Clifford
City Clerk

10/06/2015

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Exhibit 1

MEMORANDUM OF UNDERSTANDING

Between

The City of Coronado

and

The American Federation of State, County and Municipal Employees, Local 127

For The Period June 27, 2015 through June 2018

MEMORANDUM OF UNDERSTANDING
American Federation of State, County and Municipal Employees (AFSCME), Local 127

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MEMORANDUM OF UNDERSTANDING

Between
The City of Coronado
and
The American Federation of State, County and
Municipal Employees, Local 127

The CITY OF CORONADO and the LOCAL 127 of the AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES (AFSCME) have reached this Memorandum of Understanding (MOU) pursuant to meeting and conferring in good faith, and in accordance with the provisions contained in California Government Code (Section 3500 et seq.).

This MOU is entered into by and between the CITY OF CORONADO, hereinafter referred to as the CITY, and LOCAL 127 of the AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES (AFSCME), exclusive representative for employees covered by this MOU, hereinafter referred to as the UNION.

It is the purpose of this MOU to achieve and maintain harmonious relations and full communications between the CITY and the UNION, and to establish proper standards of wages, hours and other conditions of employment.

The parties mutually agree to the following adjustments in salary, supplemental benefits and other terms and conditions of employment with an effective date of June 28, 2015, through June 27, 2018, unless specified differently. All provisions in previously ratified MOUs shall remain in full force and effect unless amended by this MOU.

ARTICLE 1 DEFINITIONS

A. Year. The term "year" as used in this MOU shall mean "fiscal year" unless it is specifically described as "calendar year".

B. The provisions of this MOU do not apply to part-time or temporary employees.

ARTICLE 2 SALARY

A. Effective September 5, 2015, the following classes shall receive a one percent (1%) base salary increase as reflected in the following adjusted salary schedule

STEP:	A	B	C	D	E	F	G
CLASSIFICATION							
Electrician	4,510.29	4,735.80	4,972.59	5,221.22	5,482.28	5,756.39	6,044.21
Engineering Technician II	4,636.46	4,868.28	5,111.69	5,367.28	5,635.64	5,917.42	6,213.29
Heavy Equipment Operator	3,996.21	4,196.02	4,405.82	4,626.11	4,857.42	5,100.29	5,355.30
Lead Maintenance Worker	3,996.21	4,196.02	4,405.82	4,626.11	4,857.42	5,100.29	5,355.30
Lead Pump Mechanic	4,510.29	4,735.80	4,972.59	5,221.22	5,482.28	5,756.39	6,044.21
Maintenance Worker I	2,978.23	3,127.14	3,283.50	3,447.68	3,620.06	3,801.06	3,991.11
Maintenance Worker II	3,299.32	3,464.29	3,637.50	3,819.38	4,010.34	4,210.86	4,421.40
Maintenance Worker III	3,625.59	3,806.87	3,997.21	4,197.07	4,406.92	4,627.27	4,858.63
Master Mechanic	5,101.45	5,356.52	5,624.35	5,905.57	6,200.85	6,510.89	6,836.43
Mechanic I	3,827.78	4,019.17	4,220.13	4,431.14	4,652.70	4,885.33	5,129.60
Mechanic II	4,250.79	4,463.33	4,686.50	4,920.83	5,166.87	5,425.21	5,696.47
Motor Sweeper Operator	3,761.21	3,949.27	4,146.73	4,354.07	4,571.77	4,800.36	5,040.38
Special Equipment Mechanic I	3,442.98	3,615.13	3,795.89	3,985.68	4,184.97	4,394.22	4,613.93
Special Equipment Mechanic II	3,826.10	4,017.40	4,218.27	4,429.18	4,650.64	4,883.17	5,127.33
Tree Trimmer	3,625.59	3,806.87	3,997.21	4,197.07	4,406.92	4,627.27	4,858.63

B. Effective the first pay period in July 2015 all AFSCME represented classifications will receive a 2% stipend for all hours worked, paid out in December and July respectively.

C. Effective the first pay period in July2016 all represented employees will receive a 3% base pay increase.

D. Effective the first pay period in July 2017 all represented employees will receive a 2% base pay increase.

E. Step "Z" of the salary range for any class is hereby defined as any rate of pay in excess of the top step of the range for the class. An employee shall be paid the Step "Z" solely under one of the following three conditions:

1. Upon the reduction of the salary range for a class, an employee having other than provisional status who immediately prior to the reduction of the salary range was paid at a higher rate for such class, then the new maximum rate shall, in the absence of any contrary orders by the City Council for economic reasons, continue to be paid at the former rate.

2. Any employee whose position is reclassified from a class in which the employee has acquired permanent status to a class with a lower range shall, in the absence of any contrary orders by the City Council for economic reasons, continue to be paid at the former rate.

3. In the event an across-the-board increase is granted to a class held by the employee being paid at Step "Z," the employee shall receive the across-the-board increase less one percent (1%), and the employee's "Z" step increased accordingly. This across-the-board increase, applicable to the class less one percent (1%), shall continue from year-

to-year, as approved, until such time as the top step for the salary range for the class exceeds the "Z" Step. At that time, the employee shall be paid at the top step of the class and the "Z' Step terminated.

ARTICLE 3 SPECIAL ASSIGNMENTS AND CERTIFICATION PAY

A. **Qualified Applicator's Certificate**. Employees who are required to maintain a Qualified Applicator's Certificate and are assigned to apply those substances requiring possession of a Qualified Applicator's Certificate shall receive a 2.5% differential for the pay period during which such assignment is in effect.

B. **Arborist's Certificate**. An employee who possesses an Arborist Certificate from the International Society of Arboriculture and performs all corresponding assigned duties for the City (one person) will receive $1,088 (one thousand and eighty eight dollars) per year paid on the first payday in December.

C. **Backflow Prevention Tester's Certificate**. An employee who possesses a Backflow Prevention Tester Certificate and performs all back flow testing for the City (one person) will receive $1,088 (one thousand and eighty eight dollars) per year paid on the first payday in December.

D. **Acting Golf Lead**. The Acting Golf Lead (one person) assigned to an eight (8) hour per day weekend assignment will be paid a $137 (one hundred and thirty seven dollar) differential for the pay period during which such assignment is in effect. A Golf employee assigned to the four (4) hour per day weekend (one-person) assignment will be paid a $68.00 (sixty eight dollar) differential for the pay period during which such assignment is in effect. These differentials are limited to one person in the Golf Unit for the eight-hour day weekend assignment and one person in the Golf Unit for the four-hour day weekend assignment per pay period. If two (2) employees work the same eight (8) hour or four (4) hour assignment during a pay period, the appropriate differential will be split between the two (2) employees.

E. **Special Project Pay**. An employee who is assigned to lead a special project by the Director of Public Services or the Director of Golf Course Operations will receive a five percent (5%) special project premium pay during the period of the special project.

F. **Wastewater/Storm Water Certification Pay.** Employees who work in Waste Water or Storm Water and possess a certification from the California Water Environment Association (CWEA) at the level established as the minimum qualification for their classification, will receive 1% of their base salary in certification pay. Employees in Waste Water and Storm Water who exceed the level of certification established as the minimum qualification will be eligible to receive an additional 1.5% of their base pay for a total certification pay amount of up to 2.5% for designated certifications.

G. **Mechanic Certification Pay.** Employees who work in the Mechanic series and possess certification from the California State Fire Training Academy and/or ASE Certifications at the level established as the minimum qualification for their classification, will receive 1% of their base salary in certification pay. Employees in the Mechanic series who exceed the level of certification

established as the minimum qualification will be eligible to receive an additional 1.5% of their base pay for a total certification pay of up to 2.5% for designated certifications.

ARTICLE 4 OVERTIME AND COMPENSATORY TIME OFF

A. All overtime will be computed at time and one-half for each hour worked in excess of eight (8) hours in one day and/or forty (40) hours in one week. In a 9-80 work schedule, overtime will be for hours in excess of nine (9) hours in one day and/or forty (40) hours in one week. Holidays, annual leave, sick leave, floating holiday leave or compensatory time off will be included in any time calculated for overtime purposes.

B. In lieu of premium pay (overtime) employees may elect to receive credit to compensatory time off (CTO) computed at time and one-half for each hour of overtime. For the purposes of this article, "scheduled" shall be defined as posting the work schedule no later than the first hour of the workday in which the scheduled work is to consecutively follow.

C. CTO by an employee may be accumulated up to a maximum of one hundred eighty (180) hours at the discretion of the employee. Any employees with existing CTO balances above the one hundred eighty (180) hours maximum may maintain those hours, but shall not earn additional CTO until the balance falls below one hundred eighty (180) hours.

D. Request for the use of CTO shall be made under the same advance request times as used for annual leave.

E. In compliance with requirements of the Health Savings Account (HSA) established pursuant to Article 10, the CTO balance for each employee in excess of 80 hours will be converted to cash once yearly (1st pay period in June) and deposited into the employee's Health Savings Account. As of July 1, 2014 the program has not been established by the union.

ARTICLE 5 CALLBACK OVERTIME

A. Callback overtime occurs whenever an employee is ordered to return to duty for unscheduled work, typically while on stand-by duty. Call back does not occur when an employee is held over from his/her prior shift or just prior to a regularly scheduled shift. An employee called back to duty shall be compensated for a minimum of three hours paid at the overtime rate of one and one-half times the employee's regular rate of pay.

B. In lieu of call back overtime pay, employees may elect to receive credit to CTO computed at the above rates.

C. An employee who works more than 16 hours during any 24 hour period as a result of overtime or callback overtime may be subject to a required rest period.

ARTICLE 6 STAND-BY AND EMERGENCY STAND-BY DUTY

A. Employees in the Public Services Department designated for standby duty are subject to emergency callback on evenings, weekends and holidays and expected to report to work within 45 minutes of the callback order. Employees designated to be on stand-by will be

provided a mobile telephone issued by the Department for the designated standby period. In consideration of this requirement to remain ready at all times to respond during this standby period, employees who have been assigned to standby shall be compensated according to the following schedule.

1.	Wastewater/Stormwater standby duty	$480 per 14 day assignment
2.	Parks/Beach/Streets/Facilities standby duty	$480 per 14 day assignment

B. The Public Services Department will maintain a set of procedures for the administration and scheduling of stand-by and emergency stand-by duty. Management will consider employee input, as provided in *Article 31 Communication Between Labor and Management*, in crafting or modifying the procedures.

C. All bargaining group members in Public Services are expected to be a part of the standby rotation assignment with the following exceptions.

1. Exempt Classification: Employees in the Maintenance Worker I classification.
2. Medical Restrictions: An employee who is unable to perform the essential functions of their job classification due to work restrictions established by a medical professional will be removed from the standby schedule until the restrictions are lifted.
3. Substitution: An employee may be excused from an individual assignment of standby duty if that employee finds another qualified employee to accept their standby duty as a substitute. The assignment of a substitute employee to standby duty is subject to prior approval by a Department Supervisor or the Department Director.

D. Emergency Stand-by Duty: On occasion, the Department may be required to assign additional stand-by personnel to report for known emergencies (e.g. winter storms) or planned outages. Any employee assigned to emergency stand-by duty (as distinguished from the normal weekly assignment) shall be compensated at 10% of their hourly rate of pay for each hour in a (12 hour) period. The Department will seek volunteers for emergency stand-by duty but will assign employees if needed. Employees will be excused from this assignment due to child care or other obligations as protected by law.

When an employee on emergency stand-by duty is called back to work, minimum call back provisions will go into effect and emergency stand-by pay will cease.

E. Employees assigned to stand-by or emergency stand-by duty and required to report to work after hours shall meet the following criteria:

1. Be available by telephone;
2. Remain fit for duty (shall not be under the influence of drugs or alcohol or otherwise impaired);
3. Have no other childcare or other obligation that would prevent the employee from responding.

ARTICLE 7 OUT-OF-CLASS ASSIGNMENTS

A. Employees working out-of-class assignments of ten days or more during a pay period will be recognized. The CITY shall record, in the employee's personnel file, said out-of-class assignments for reference in the event of consideration for future promotions.

B. The CITY shall not use out-of-class assignments to eliminate budgeted positions.

C. Employees shall be compensated for out-of-class assignments when temporarily assigned to the same higher level class for more than 80 consecutive working hours. Employees who meet these criteria shall be compensated by an additional 5% of base salary for each consecutive hour worked in the out-of-class assignment from the 81st hour to the end of the out-of-class assignment.

ARTICLE 8 RETIREMENT BENEFITS

A. The CITY offers the California Public Employees' Retirement System (CalPERS) 3% @ 60 retirement program. Pursuant to this benefit, the City shall contribute 8% of the employees' gross regular salary to CalPERS on behalf of the employee and vested to the employee.

B. The retirement benefit for CalPERS miscellaneous members represented by AFSCME includes the "One Year Final Compensation" (commonly referred to as "Single Highest Year"). Employees represented under this MOU are also eligible to purchase CalPERS service credit through the Military Service Credit option.

C. Effective on the first pay period of the 2010-2011 fiscal year, the City implemented the Employer Paid Member Contribution (EPMC) option through CalPERS where the City paid and reported the value of the EPMC as compensation. The full cost of this retirement enhancement was paid by each employee beginning the first pay period of the 2010-11 fiscal year by means of payroll deduction. Effective upon ratification the reporting of the EPMC as special compensation shall end and employee payment of the cost shall end.

   Effective December 31, 2011 employees shall assume responsibility for payment of the 8% (eight percent) employee retirement contribution.

D. The City will comply with the Public Employees' Pension Reform Act (PEPRA) of 2012.

ARTICLE 9 DEFERRED COMPENSATION

The Employees represented under this MOU may elect to contribute to a 457 Deferred Compensation program.

ARTICLE 10 HEALTH SAVINGS ACCOUNTS

The CITY agrees to work with the UNION to implement a method to allow employees to self-fund health expenses after retirement. The following funding mechanism will be implemented upon the delivery of signed plan documents with ICMA-RC.

A. The City will pay the startup costs associated with the creation of a Retirement Health Savings Account with ICMA-RC.

B. The City will direct a percentage of the member employee's salary into the Retirement Health Savings Account. The percentage contributed will be determined in a subsequent side letter.

C. Upon separation from service with the City an employee's Annual Leave and CTO balances will be converted to cash on a dollar for dollar basis and deposited into an employee's account.

D. The Retirement Health Savings Account's administrative costs will be paid by the participants in the plan.

ARTICLE 11 CAFETERIA BENEFIT PLAN

A. The CITY shall provide and pay premiums for $25,000 of group term life insurance for each employee in the unit.

B. The CITY shall provide and pay premiums for a Short Term and a Long Term Disability Program.

C. The CITY and the UNION mutually agree to continue with the CITY's Cafeteria Benefit Plan. The cafeteria benefit plan makes available a variety of options including: alternate health insurance plans, dental and vision plans, option to purchase additional life insurance coverage for employee and spouse, and option to purchase additional Long Term Disability benefit.

D. Pursuant to Government Code §22892 of the Public Employees' Medical and Hospital Care Act (PEMHCA), effective January 1, 2015, the City shall provide $122 per month for health benefits for all *active employees* and *retirees, effective January 1, 2016 the contribution will increase to $125.00 per month*. In addition to that amount, the City shall provide to *active employees* a cafeteria plan which, when combined with that monthly sum, shall equal $1.298.00 per month, which is equal to what self-represented, CPOA and CFA represented employees will be receiving in 2016. Options available under the program shall be as set forth in the Annual Open Enrollment and Cafeteria Benefit Plan memorandum from the Director of Administrative Services. Persons hired during the year shall receive a proportionate allowance. For calendar years 2017 and 2018, the City agrees to provide all employees a cafeteria plan benefit allotment equal to the amount provided to self-represented employees, CPOA and CFA represented employees receive.

E. Any insurance coverage selected which costs more than the Annual Benefit Allotment provided by the CITY will be paid for by the employee. At the discretion of the employee, payment shall be accomplished either through deduction withheld from the employee's bi-weekly paycheck or as a lump-sum deduction from gross salary prior to tax withholding.

F. To the extent that Congress enacts tax reform legislation, which impacts the Cafeteria Plan, the CITY and UNION agree to meet and confer on the implementation of any mandatory changes.

G. Nothing herein shall prevent the CITY and the UNION from mutually agreeing to the provision for different health insurance benefits to employees covered by this MOU, during the term of the MOU, so long as the benefit levels remain approximately equal.

H. The CITY reserves the right at any time during the term of this MOU to change its insurance carriers. In the event such a change materially affects coverage or benefits, the CITY agrees to meet and confer in advance of such change, provided, however, that if such a change results in comparable coverage and benefits, no obligation to meet and confer shall arise hereunder**.**

H. In anticipation of changes brought about by the Affordable Care Act and particularly by the anticipated Cadillac Tax expected in 2018, the City is evaluating alternative methods for delivering health benefits to its employees. Nothing herein shall prevent the City and the Union from mutually agreeing to the provision for different health insurance benefits to employees covered by this MOU, during the term of this MOU, so long as the benefit levels remain approximately equal.

I.

ARTICLE 12 EMPLOYEE ASSISTANCE PROGRAM

The UNION and the CITY agree that an Employee Assistance Program (EAP) can be of mutual benefit to the CITY and employees. Employees represented under this MOU have access to a City provided EAP program.

ARTICLE 13 TUITION REIMBURSEMENT

Employees represented by AFSCME are eligible to receive $1,000 tuition reimbursement per year for both college classes leading to a degree and non-graded classes or short-term seminars that benefit the employee in the performance of City work upon written verification of satisfactory course work completion, per Administrative Procedure 131. Reimbursement may be requested, up to the annual maximum as specified in the approved salary resolution, for any eligible unreimbursed expenses incurred on or after February 1, 2000.

ARTICLE 14 ANNUAL LEAVE

A. Annual leave shall be earned under a program which replaced vacation and sick leave. The provisions of annual leave are set forth in Rule VI, Section 15, of the Civil Service Rules. The accrual rate for annual leave shall be:

Equivalent Years of Service	Equivalent Bi-weekly Accrual	Hours Per Year	Eight (8) Hour Days Per Year
Hire – 5	5.54	144	18
6 – 10	7.38	192	24
11 – 19	8.31	216	27
20 and over	8.92	232	29

B. The following shall apply to requests for the use of annual leave for vacation or other non-emergency leave, but shall not apply to use of annual leave for emergency sick, family emergency or bereavement leave: Use of annual leave for personal vacation shall require submission of a request for leave with the following schedule:

Length of Leave	Advance Request Time
More than one work day	7 calendar days
One day or less than one work day	4 calendar days

C. Requests turned in to the immediate supervisor prior to 1:00 p.m., the day of the request submittal shall count toward one of the calendars days required for the Advance Request. All requests turned in after 1:00 p.m., the day of submittal shall not count toward one of the calendar days required for the Advance Request. The advanced request time does not preclude the approval of requests submitted with less notice under unusual circumstances provided that operational needs are met.

D. Approval or denial of requests will continue to take department operations into consideration. Requests will be approved except where operational needs require otherwise. Requests, whether meeting the advance notification or not, may be denied if in conflict with department operations. Determination of conflict with operations shall be made by the Supervisor and/or Director.

E. Employees covered by this MOU may convert up to forty (40) hours of annual leave to cash each fiscal year.

ARTICLE 15 HOLIDAYS

The City recognizes eleven (11) fixed paid holidays per year. They are:

- New Year's Day
- Martin Luther King, Jr. Day (3rd Monday - January)
- Presidents' Day (3rd Monday - February)
- Memorial Day (Last Monday - May)
- Independence Day (July 4)
- Labor Day (1st Monday - September)
- Columbus Day (2nd Monday - October)
- Veterans' Day (November 11)
- Thanksgiving Day (4th Thursday - November)
- Day following Thanksgiving
- Christmas Day

In addition, the City provides two eight-hour floating holidays in lieu of Lincoln's Birthday and Cesar Chavez Day. The use of this floating holiday time will be governed by Civil Service Rule VI, Section 3. The CITY will work to honor specific employee requests to observe the actual Cesar Chavez holiday as a day off.

ARTICLE 16 BEREAVEMENT LEAVE

A. An employee may use up to twenty-four (24) hours of bereavement leave if he/she is required to be absent from duty due to the death of a member of the employee's immediate family, without loss of base pay or deductions from other leave balances.

B. Additional leave of up to two (2) days, utilizing the employee's leave balances, may be authorized by the Department Director or designee.

C. The "immediate family" shall be defined as: spouse, child, parent, sibling, grandparent; the aforementioned either natural, legally adopted, step or in-law, or any person over which the employee acts as legal guardian; or similar relationships as determined by the City Manager or designee.

D. The employee may be required to submit proof of the relative's death, such as an obituary or funeral program.

E. The employee shall provide as much notice to his/her supervisor of the necessity to use this leave as is reasonable under the circumstances.

F. The employee's use of bereavement leave in full compliance with this provision shall not be reflected his/her performance evaluation nor shall it result in discipline.

ARTICLE 17 COURT LEAVE

An employee, other than one paid on an hourly or daily basis, who is required to serve as a juror, or as a witness who is not a party to a court action, shall be granted leave for such purpose upon presentation of proof of the period of his/her required attendance to the appointing authority and the Personnel Officer. The employee shall receive full pay for the time he/she serves on court duty. Request for such leave shall be made upon leave forms. The provision shall not include persons who serve in the capacity as a paid professional or paid expert witness. Use of such leave shall not be deducted from an employee's annual leave bank.

ARTICLE 18 MILITARY LEAVE

CITY officers or employees who are also members of the armed services or militia or organized reserves of this state or nation, shall be entitled to the leaves of absence and the employment rights and privileges required by the Military and Veterans Code of the State of California and any applicable Federal Laws.

ARTICLE 19 WORK SCHEDULES

A. Except in emergencies, all employees covered under this MOU shall receive at least five working days notice prior to a permanent or extended work schedule change. For the purpose of this article, an extended work schedule shall mean a change for a period of ten working days or longer.

B. During the duration of this MOU, the City's Public Services Department may assign (a) up to two Maintenance Worker I/II employees hired on or after May 15, 2008, and (b) one Maintenance Worker III to regular work schedules that include Saturdays and/or

Sundays. If operational needs require that additional staff be assigned to a regular weekend work schedule, the City will meet and confer with AFSCME to discuss the impacts of the proposed schedule.

C. After the initial assignment to a regular weekend schedule, an employee may request that the Director of Public Services relieve him/her from the weekend schedule upon (a) the hiring or promotion of a Maintenance Worker of lesser seniority in the same classification or (b) upon the request of an existing Maintenance Worker in the same classification to voluntarily assume the weekend schedule. (for the purposes of weekend scheduling, Maintenance Worker I and Maintenance Worker II are considered the same classification.) The Director may approve the request if he/she determines that the operational needs of the department will be met. The initial Maintenance Worker I/II weekend assignment(s) shall be made to the least senior Maintenance Worker I/II.

D. The CITY and the UNION acknowledge the implementation of the 9/80 work schedule for employees in the Public Services Department. The CITY will review, and, if feasible, implement a 9/80 work schedule proposal from the UNION for the Golf Course Operations Department.

ARTICLE 20 MEAL BREAKS AND REST PERIODS

A. It is understood that the meal period is one-half hour (30 minutes) in duration, is unpaid and shall be provided midway in the employee's work day to any employee who works for at least 5 hours in a work day. It is understood that employees are entitled to two 15-minute, paid, duty-free breaks per 8 or 9 hour day. Lunch and rest periods may not be saved, accumulated, or applied toward compensation in any way. The parties recognize the past practice of combining the afternoon rest period with the lunch period.

B. If an employee's work day extends beyond 12 hours when the normally scheduled work shift is either 8 or 9 hours, the employee will be eligible for an additional lunch and rest period for each 8 hours worked in a shift (i.e. for 12 hours of work there are two meal periods and three breaks; after 16 hours of work there will be three meal periods and four breaks). The extra meal break(s) and rest period(s) may not be combined.

C. Per Department of Transportation standards, after an employee has been driving for 12 hours or has been on duty for 16 hours, he/she cannot drive until he/she has had a 10 hour rest break between work shifts. An employee who works 16 or more hours during a 24 hour period as a result of overtime or callback over time will be required to take a 10 hour rest break. If any portion of the required rest period extends into the employee's normal work shift, then the City will pay hour for hour up to a maximum of four hours, that portion of the rest period extending into the employee's normal next day work shift.

D. When employees are required to work extended overtime hours during normal sleep/rest periods, but the resulting work during the 24 hour period does not exceed the 16 hour amount described in the previous paragraph, the employee will have the option of taking leave time or time off without pay from the following day's regular shift for rest. Such leave shall be considered compliant with Article 14 leave request provisions.

ARTICLE 21 VACANCIES AND PROMOTIONS

The CITY will seriously consider promotions from within the organization if qualified personnel are available from the existing workforce. This shall in no way limit the CITY's right to solicit qualified applicants from outside of the CITY, if it is deemed by the CITY to be in its best interest to do so.

ARTICLE 22 MAINTENANCE WORKER TRAINEE PROGRAM

A. **Classification**: Candidates hired in the Maintenance Worker Trainee Program will be hired at the Maintenance Worker I (MW I) level.

B. **Hiring Step**: Candidates may be hired above "A" Step if they have exceptional skills required by the class specifications, subject to approval by the Department Director and the Director of Administrative Services.

C. **Permanent Status**: Candidates must successfully complete all of the items on the "check list" within the 24 month probationary period in order to be promoted to Maintenance Worker II (MW II). As with all probationary periods, this may be extended for an additional six months at the discretion of the Department Director. Upon successful completion of the items on the department's check list, the candidate will become a permanent employee and will be promoted to MW II. Failure to successfully pass the probationary period will result in the termination of the employee.

D. **Early Promotion**: Candidates may be promoted to MW II prior to 24 months if they successfully complete all of the tasks on the department's "check list". However, all employees hired on the Maintenance Worker Trainee program must serve a probationary period for no less than 12 months.

E. **Opportunity**: The City will make all reasonable efforts to provide candidates (a) an opportunity to complete all of the items on the checklist within 24 months and (b) an equal opportunity to complete the checklist through training, operation of various types of equipment, and on the job experience.

F. **Interdepartmental Transfer**: If a candidate has been promoted to MW II and seeks a lateral interdepartmental transfer to the same classification, he/she will not be required to complete the check list of the new department.

G. **Check Lists**: At the time of hire, the trainee will be assigned a checklist for his/her assigned division to be completed during the two year period. The checklist for that employee will not change during his/her trainee period unless the employee transfers to a different division. The established checklists may be adjusted from time to time based upon Department needs. However, any revisions will only apply to trainees hired after the effective date of the revision.

H. **Applicability of Civil Service Rules**: To the extent that the Civil Service Rules of the City of Coronado are not directly contradicted by the provisions of this article, they shall remain in full force and effect.

ARTICLE 23 MAINTENANCE WORKER SERIES

The City of Coronado agrees to review the existing Maintenance Worker classification series to delineate duties associated within the various areas of assignment within the classification.

ARTICLE 24 DOCUMENTATION OF CHIPPER OPERATOR EXPERIENCE

The daily work activity card for the chipper operator shall reflect that time spent performing activity which could be helpful in qualifying for future promotion to Tree Trimmer.

ARTICLE 25 WORK CLOTHING

A. Employees covered by the MOU will be required to wear and maintain in presentable fashion CITY provided work clothes consisting of work shirts and pants.

1. **Golf**: All employees in the Golf Course Operations Department covered by this MOU shall utilize the selected uniform vendor service.

2. **Public Services**: Each Public Services Department member shall elect one of the following options:

   (a) *Full uniform service*: The employee's uniform is provided by an outside uniform service vendor (OUV). The employee will have sufficient uniforms such that while one week's supply is being laundered, he/she has a second week's worth of uniforms on hand. Typically, this is equivalent to 9 to 11 sets of uniforms (shirts, pants, shorts).

   (b) *Partial vendor service*: Under this option, the employee receives any combination of 11 sets of uniform provided by the OUV or purchased separately through the Department. A "set" is defined as shirt/pants or shirt/shorts combination.

   (c) *Non-uniform vendor work clothing*: Under this option, the employee elects that all of his uniforms are purchased through the Department. The employee will receive nine "sets" of work clothing as described in subdivision (b), above.

3. Represented employees working in Departments other than Public Services or Golf will continue to have work clothing provided pursuant to current practice.

B. Public Services Department employees wishing to change from one option to another must notify the Department by January 31 to effectuate a change for the *subsequent* fiscal year.

C. During August of each year, all employees in the Public Services Department covered by this MOU and who choose options A.2. (b) or A.2. (c) above may submit to the department director or his/her designee any items of clothing that they believe are no longer serviceable. The director or his/her designee shall determine whether the item is no longer serviceable and should be replaced. The replacement clothing will be ordered as soon as reasonably possible at the conclusion of the August review period.

D. For Public Services Department employees electing options A.2. (b) and A.2. (c) above: If such work clothes or uniforms are unserviceable, through no fault of the employee, while the employee is conducting CITY business, the department shall replace said work clothes with a serviceable replacement that will be ordered will be ordered as soon as reasonably possible at the conclusion of the August review period. Determination of serviceability shall be a right retained by the department.

E. If an employee who is authorized to wear short pants incurs an injury that could have been prevented by wearing long pants, the department director reserves the right to require that employee to wear long pants in the future.

F. Employees are responsible for items (clothing, safety gear, etc.) issued by the CITY for use by the employee in performing CITY work. Any such items that are lost or damaged outside of the work environment or through negligence or improper use by the employee must be replaced by the employee to the specifications required by the department. Employees are required to have at work, produce upon request and use such items that are provided by the CITY.

G. A Uniform Advisory Committee, two individuals appointed by the Director of Public Services and two chosen by the UNION, shall make recommendations to the Director to ensure clean, pressed uniforms, including shorts and polo shirts, are provided within the existing budget. The department would maintain a reasonable stock of uniforms.

H. Work Shoes

1. Each covered employee shall be entitled to replacement of his/her work shoes whenever they become unserviceable. This determination shall be made by the Department Director or his/her designee.
2. The maximum amount available for any one pair of shoes shall be $175 unless pre-approval is received from the Department Director based upon job requirements and determination that the employee cannot obtain adequate footwear under $175. Under no circumstances shall the amount exceed $200.
3. The City and AFSCME shall jointly develop and implement a work shoe credit program with a local vendor.
4. Work shoes shall be considered an item of work clothing and part of their personal protective equipment.
5. Work shoes shall meet safety footwear requirements for an employee's specific work assignment.
6. Specialty work shoes for the Tree Trimmer to be provided by the department if determined to be necessary by the Director.

ARTICLE 26 CALIFORNIA DRIVER'S LICENSE REIMBURSEMENT

The City shall reimburse employees for the incremental costs, over and above a Class C California Drivers License, associated with obtaining a Class A or B California Driver's License and appropriate endorsements or classes, if such license is required or deemed desirable by the City. Employees shall be able to be reimbursed from their tuition reimbursement account (See Article 13) for the costs associated with any training, testing, or incremental license fee for a Class A or B License.

ARTICLE 27 STEWARDS

A. The employees represented by this MOU may designate Stewards to represent them in their general dealings with Management. A maximum of three Stewards shall be designated for this purpose, at least one of whom shall be from the Public Services Department and one of whom shall be from the Golf Course Operations Department. When acting as a Steward, a so designated employee shall complete his affairs in an expeditious manner.

B. The employees represented under this Memorandum of Understanding will designate as Stewards only employees assigned in a full-time permanent position for the City of Coronado. In addition, the designation of Steward shall be made only to an employee who is covered under this Memorandum of Understanding.

C. When requested by an employee who has a grievance, the Steward, with permission of his or her Supervisor, may assist that employee in the investigation, preparation and presentation of the grievance. Upon notification of the immediate Supervisor, the Steward may be allowed reasonable time off without loss of time or pay to attend these duties. Such time off will be granted upon mutual agreement between the Supervisor and the Steward. Such permission shall not be unreasonably withheld.

D. The member designated as Coronado's Executive Board representative may be released to attend AFSCME Local 127 Executive Board meetings by requesting leave in accordance with Article 14. Union stewards will be allowed to attend trainings and executive board members to attend executive board meetings utilizing unpaid time off or their paid leave banks and subject to normal time off approval processes.

ARTICLE 28 UNION ACCESS TO WORK LOCATIONS

Authorized UNION representatives, and the President of the UNION, shall be granted access to work locations in which employees covered under this MOU are employed for the purpose of conducting grievance investigations and observing working conditions. Authorized UNION representatives desiring such access to such work locations shall first inform the appropriate Department Director or his designee of the purpose of the visit. Representatives have the right to meet with the employee(s) during rest or lunch breaks. The UNION representative shall not interfere with the operations of the department during a visit. Meetings with employees during working hours must first be approved by the Department Director or his designee. Permission for access, upon reporting to the Department Director or his designee, shall not be unreasonably withheld.

ARTICLE 29 BULLETIN BOARDS

The CITY agrees to furnish a bulletin board at Public Services and the Golf Course to be used exclusively by the employees. Employees shall not be limited as to the type of material posted so long as it is neither vulgar, offensive, nor illegal. UNION representatives shall have access to such bulletin boards. Employees shall be responsible for maintaining said bulletin boards.

ARTICLE 30 UNION DUES AND SECURITY

The CITY will provide to the UNION a list of the classifications represented by AFSCME, the number of people in those classifications and their names. The CITY agrees to implement a process for changing UNION dues deductions based upon notification from UNION that dues have been changed by a majority vote process. The City recognizes the Union as an agency shop pursuant to Government Code Section 3502.5.

ARTICLE 31 COMMUNICATIONS BETWEEN UNION AND MANAGEMENT

A. The CITY recognizes the necessity for good communications among the employees represented by the UNION and the various levels of management. Non-grievance requests, identification of problems and recommendations from an employee are entitled to final response from the appropriate level of authority, within a reasonable time from submission. Such input can be written or oral and shall be submitted to the immediate supervisor for processing.

B. A determination of reasonableness of the response time requires an analysis of the content of the written input initially submitted. An employee who submits a written request shall be allowed a written response from the appropriate level of authority. A response to oral input shall be conclusively presumed to have been made in a reasonable time.

C. The Director of Public Services agrees to meet quarterly with the designated shop steward of Local 127 and one additional individual to discuss items that have been submitted but are unresolved.

D. The Director of Golf Course Operations agrees to meet quarterly with the designated shop steward of the Golf Course Operations to discuss problems or areas of concern.

E. In relation to the quarterly meetings, coordination between the Golf Course representative and any representative from Public Services shall be a UNION responsibility and shall not be undertaken at the expense of the CITY.

ARTICLE 32 DEPARTMENT WORK RULES

The CITY shall continue to make reasonable efforts to acquaint employees with work rules. The CITY will continue to apply work rules uniformly. Department work rules, once established, shall be posted on the bulletin boards five days prior to their effective date, except in emergency situations or situations requiring immediate action.

ARTICLE 33 APPEAL OF AN EMPLOYEE EVALUATION

Every employee receives regular performance evaluations, which are generally prepared and delivered by the employee's supervisor ("Rater"). Upon receipt of a performance evaluation, an employee may appeal the results of that performance evaluation within five (5) calendar days following the delivery of the evaluation. The evaluation shall be appealed through the chain of command within the employee's Department, with the appeal being heard initially by the Rater's supervisor and continuing through the chain of command, if necessary, terminating with the

Department Director. There shall be no appeal beyond the Department Director. The parties to this MOU agree that this provision may be included in the Civil Service Rules, if necessary.

ARTICLE 34 GRIEVANCE PROCEDURE

A. REVIEWABLE AND NON-REVIEWABLE GRIEVANCES

1. A grievance is any dispute concerning the interpretation or application of this MOU, the City's Civil Service Rules, or of other rules or regulations governing personnel practices or working conditions or of the practical consequences of a City rights decision on wages, hours and other terms and conditions of employment.

2. To be reviewable under this procedure, a grievance must:

   a) Concern matters or incidents that have occurred.
   b) Result from an act or omission by management regarding working conditions or other aspects of employer/employee relations over which the Director of the Department has control.
   c) Arise out of a specific situation, act or acts complained of as being unfair which result in inequity or damage to employee.
   d) Specify the relief sought, which relief must be within the power of the Director of the Department to grant in whole or in part.

3. A grievance is not reviewable under this procedure if it is a matter which would require the modification of a policy established by the City Council or by law, or it is reviewable under some other administrative procedure and/or rules of the Civil Service Commission such as:

   a) Applications for changes in job title, job classification or salary;
   b) Appeals from formal disciplinary proceedings;
   c) Appeals arising out of Civil Service examinations;
   d) Appeals from work performance evaluations.

B. SPECIAL PROVISIONS OF THE GRIEVANCE PROCEDURE

1. **Procedure for Presentation**: In presenting a grievance, the Employee shall follow the sequence and the procedure outlined in Section C of this Grievance Procedure.

2. **Prompt Presentation**: The Employee shall discuss the grievance with the employee's immediate supervisor promptly after the act or omission of management causing the grievance. The requirement that the employee discuss the matter with his/her immediate supervisor may be waived by the Department Director.

3. **Statement of Grievance**: The grievance shall contain a statement of:

   a) The specific situation, act or acts complained of as being unfair;
   b) The inequity or damage suffered by the employee; and
   c) The relief sought.

4. **Employee Representation**: The employee may choose someone to represent the employee at any step in the procedure. No person hearing a grievance need recognize more than one (1) representative for any employee at any one time, unless the person hearing the grievance so desires.

5. **Handled During Work Hours**: Whenever possible, grievances will be handled during the regularly scheduled working hours of the parties involved.

6. **Extension or Reduction of Time**: The time limits within which action must be taken or a decision made as specified in this procedure may be extended or reduced by mutual written consent of the parties involved.

7. **Consolidation of Grievances**: If the grievance involves a group of employees or if a number of employees file separate grievances on the same matter, the grievances shall be handled as a single grievance, unless the Department Director agrees to hear them separately.

8. **Settlement**: Any grievance shall be considered settled at the completion of any step if all parties are satisfied or if neither party presents the matter to a higher authority within the prescribed time.

9. **Reprisal**: The grievance procedure is intended to assure a grieving employee the right to present the employee's grievance without fear of disciplinary action or reprisal by the employee's supervisor, superior or department head, provided that the employee observes the provisions of this Grievance Procedure.

C. GRIEVANCE PROCEDURE STEPS

The following procedure shall be followed by an employee submitting a grievance pursuant to the terms of this Article:

1. **Discussion with Supervisor**: The employee shall informally discuss the employee's grievance with the employee's immediate supervisor. Within ten working days, the supervisor shall verbally give the supervisor's decision to the employee.

2. **Written Grievance to Superior**: If the employee and supervisor cannot reach an agreement as to a solution of the grievance or the employee has not received a decision within the ten working days' limit, the employee may within ten working days present the employee's written grievance to the employee's supervisor, who shall endorse the supervisor's comments thereon and present the written grievance to the supervisor's superior within ten working days. The superior shall hear the grievance and give the superior's written decision to the employee within ten working days after receiving the grievance.

3. **Grievance to Department Director**: If the employee and superior cannot reach an agreement as to a solution of the grievance or the employee has not received a written decision within the ten working days' limit, the employee may within ten working days present the employee's written grievance to the employee's Department Director. The Department Director shall hear the grievance and give

the Department Director's written decision to the employee within ten working days after receiving the grievance.

4. **Failure to Reach Agreement**: If the employee and Department Director cannot reach an agreement as to a solution of the grievance or the employee has not received a decision within the ten working days' limit, the employee may, within ten working days present the employee's written grievance to the City Manager. The City Manager shall, within ten (10) working days after receipt of the grievance, hear the grievance and render a written decision.

5. **Grievance to Civil Service Commission**: If the employee is not satisfied with the decision or recommendation of the City Manager, the employee may, within ten (10) working days, appeal, in writing, to the Civil Service Commission. The Commission shall within thirty (30) days after receipt of the appeal, hear the appeal and render a final decision.

ARTICLE 35 CIVIL SERVICE RULES

The Civil Service Rules as existing on the date of the execution of this agreement, are now in force, agreed upon, and shall become, by reference, part of this MOU. In addition, those clarifications to the Civil Service Rules and Administrative Procedures Manual, as proposed by the CITY and attached to past Memorandum of Understanding, have been incorporated. It is agreed that in any instance where there is a conflict between material covered in this MOU and the Civil Service Rules, this MOU shall take precedence.

ARTICLE 36 EMPLOYEE SAFETY

A. The CITY shall continue its current policy to apprise employees of all OSHA, CAL-OSHA, and all other Federal and State practices and procedures it expects employees to follow.

B. Each Department will maintain on site appropriate Material Safety Data Sheets (MSDS). In addition, the respective department, with the assistance of that department's shop steward, will assist an employee to ascertain like information regarding any substance which the employee reasonably feels poses a health threat to him/her.

C. The CITY shall abide by all OSHA, CAL-OSHA and all other applicable Federal and State codes relating to employee on the job safety.

D. No employee will be disciplined for reasonably refusing to perform an unsafe act or job.

E. In conformance with the City of Coronado Hepatitis B Exposure Control Plan, the CITY shall provide, at CITY expense, Hepatitis B inoculations to all bargaining unit members.

ARTICLE 37 POLICY ADDRESSING OMNIBUS TRANSPORTATION TESTING ACT OF 1991

On July 1, 2006, the CITY created and implemented a written policy, entitled Controlled Substance and Alcohol Misuse Policy and Procedures, to address the requirements of the Omnibus

Transportation Testing Act of 1991. The provisions of the Omnibus Transportation Testing Act of 1991 and policy are applicable to positions represented by the UNION.

ARTICLE 38 DRUG FREE WORKPLACE STATEMENT

A. The CITY adopted a Drug Free Workplace Policy in compliance with the Drug Free Workplace Act of 1988, which applies to all City employees.

B. The CITY's Civil Service Rules allow for a Last Chance Agreement as a type of disciplinary actions available under Civil Service Rule VIII, Section 1 (f).

ARTICLE 39 NON-DISCRIMINATION

It is agreed that neither the CITY nor the UNION shall discriminate against any employee because of race, national origin, age, sex, religion disability, medical condition, political affiliations or opinions, sexual orientation, or UNION membership or lawful UNION activity or for any other unlawful reasons. Further, no employee will be discriminated against because of exercising his/her rights specified in the Employer-Employee Relations Policies of the CITY, rights specified in this MOU and rights granted by the laws of the State of California or the United States.

ARTICLE 40 CITY RIGHTS CLAUSE

A. The purpose of the City Rights Clause is to confirm the existing rights and responsibilities of the City as provided by law. This is to enable the City to organize and manage services to the community as determined by the City.

B. The CITY does not intend to interfere with any right of the UNION to meet and confer pursuant to the Meyers-Millias-Brown Act, Government Code Sections 3500, et seq. The CITY agrees to continue to meet and confer on all subjects that are subject to meet and confer pursuant to the Meyers-Millias-Brown Act.

C. Nothing in Section D is intended to abrogate or to conflict with the Civil Service Rules as approved by the Civil Service Commission and adopted by the City Council.

D. The CITY reserves, retains, and is vested with, solely and exclusively, all rights of Management which have not been expressly abridged by specific provision of this MOU or by law, to manage the CITY, as such rights existed prior to the execution of the MOU. The sole and exclusive rights of Management, as they are not abridged by this agreement or by law, shall include, but not be limited to, the following rights:

1. To manage the CITY generally and to determine the issues of policy.
2. To determine the existence or non-existence of facts which are the basis of the Management decision.
3. To determine the necessity or organization of any service or activity conducted by the CITY and expand or diminish services.
4. To determine the nature, manner, means, and technology, and the extent of services to be provided to the public.
5. Methods of financing.

6. Types of equipment or technology to be used.
7. To determine and/or change the facilities, methods, technology, means, and size of the work force by which the CITY operations are to be conducted.
8. To determine and change the number of locations, relocations and types of operations, processes, and materials to be used in carrying out all CITY functions.
9. To assign work to and schedule employees in accordance with requirements as determined by the CITY, and to establish and change work schedules and assignments.
10. To relieve employees from duties for lack of work or other legal non-disciplinary reasons.
11. To establish and modify productivity and performance programs and standards.
12. To discharge, suspend, demote, or otherwise discipline employees for proper cause in accordance with the provisions and procedures set forth in CITY disciplinary procedures.
13. To determine job classifications and to reclassify employees.
14. To hire, transfer, promote, and demote employees for legal non-disciplinary reasons in accordance with this MOU.
15. To determine policies, procedures, and standards for selection, training, and promotion of employees.
16. To establish employee performance standards including but not limited to quality and quantity standards; and to require compliance therewith.
17. To maintain order and efficiency in its facilities and operations.
18. To establish and promulgate and/or modify rules and regulations to maintain order and safety in the CITY, which are not in contravention with this MOU.
19. To take any and all necessary action to carry out the mission of the CITY in emergencies.

ARTICLE 41 EMPLOYEE RIGHTS CLAUSE

The CITY acknowledges the following employee rights:

A. To receive a copy of this Memorandum of Understanding.

B. That the CITY recognizes State and Federal laws that forbid harassment or discrimination based on sex, sexual orientation, race, religious creed, national origin, ancestry, physical handicap, mental condition, marital status or age.

C. To not be subject to searches or seizures of employee personal possessions without just cause, employee knowledge and UNION representation if requested. Personal possessions shall be described as privately owned vehicles, purses, briefcases, lunch boxes, and their person.

D. To file a grievance free from harassment or retaliation.

E. To have management commence disciplinary and corrective actions within a reasonable period of time.

F. The CITY agrees to continue to provide free parking to employees.

G. As available, the CITY agrees to provide access to employee purchase programs that may be offered through its service or equipment providers.

H. The CITY agrees to review any submitted information from a represented employee to verify that the employee is properly classified.

ARTICLE 42 CONCLUSION OF NEGOTIATIONS

A. The parties acknowledge that during the negotiations which preceded this MOU each had the unlimited right and opportunity to make demands and proposals with respect to any subject or matter not removed by law from the area of negotiations.

B. The parties further acknowledge that the negotiations are now concluded and that the understandings and agreements arrived at by the parties after the exercise of that right and opportunity are set forth in the MOU and represent the entire agreement of the parties.

ARTICLE 43 SAVINGS CLAUSE

If any provision, section, subsection, sentence, clause or phrase of this MOU is for any reason held by a court of competent jurisdiction to be illegal or unconstitutional, the remaining portion of the MOU shall not be affected and shall remain in full force and effect. The parties agree to meet and confer on the effects of such a ruling on matters within the scope of negotiations.

For the City of Coronado:	For the American Federation of State County and Municipal Employees, Local 127:
Blair King, City Manager	Adam Acosta, Business Representative, AFSCME Local 127
Leslie Suelter, Director of Administrative Services	Armando Moreno, AFSCME Local 127 Steward, City of Coronado
	Kirk Duhala, AFSCME Local 127 Steward, City of Coronado
Dated: _____	Dated: _____

SIDE LETTER AGREEMENT BETWEEN AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES LOCAL 127 AND THE CITY OF CORONADO REGARDING THE CLASSIFICATION AND COMPENSATION STUDY FOR WASTEWATER AND STORM WATER

The American Federation of State, County and Municipal Employees, Local 127 (hereafter AFSCME) and the City of Coronado agree to the following during the term of the Memorandum of Understanding (MOU):

Following conclusion of negotiations on a successor MOU (for the year beginning July 2015), the City proposes to continue meeting and conferring with AFSCME for the purposes of establishing a separate Maintenance Worker classification for Wastewater/Storm Water.

This proposal is in consideration of the higher level of skill required of staff and the City's exposure to fines and penalties for failures in Wastewater and Storm Water.

Upon meeting and conferring, and if there is sufficient evidence to support separate classifications for the Maintenance Workers (I/II/III) in Wastewater / Storm Water, the City will agree to a re-opener of the contract to bargain in good faith on appropriate compensation.

As part of this proposal, the City and AFSCME agree to meet and confer to update the Electrician classification minimum requirements and associated incentive pays.

_____	_____
Adam Acosta, Business Representative AFSCME Local 127	Blair King, City Manager City of Coronado
_____	_____
Date	Date

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SIDE LETTER AGREEMENT BETWEEN AMERICAN FEDERATION OF STATE, COUNTY AND MUNICIPAL EMPLOYEES LOCAL 127 AND THE CITY OF CORONADO REGARDING THE CLASSIFICATION AND COMPENSATION STUDY FOR THE MAINTENANCE WORKER II IN FACILITIES AND BEACH AS WELL AS THE TREE TRIMMER

The American Federation of State, County and Municipal Employees, Local 127 (hereafter AFSCME) and the City of Coronado agree to the following during the term of the Memorandum of Understanding (MOU):

The City agrees to rigorously review and study the job descriptions of the Maintenance Worker II and the Tree Trimmer and compare the job descriptions against the scope of work performed by the Tree Trimmer and the Maintenance Worker II assigned to the Facilities and Beach Division.

The City agrees to review its findings with AFSCME. The City agrees to review data and or facts provided by AFSCME during the analysis process.

The purpose of this review will *not* be to evaluate or ascertain the skills, abilities, or performance of the incumbents in the current positions and/or assigned to the Facilities & Beach divisions, but whether the job descriptions fairly represent the tasks performed or required of the above job assignments.

The City will meet and confer in good faith over any impacts of its decision(s) to amend the job description(s) or reclassify the assignment to a different classification. If a pay adjustment results from this analysis, it will be addressed during the normal budgetary process.

Both parties recognize that an agreement to study a classification may or may not result in a reclassification and/or pay adjustment.

This analysis will need to be accomplished within the fiscal year of 2015/16, accommodating time considerations of the Administrative Services and Public Services department(s).

_____	_____
Adam Acosta, Business Representative AFSCME Local 127	Blair King, City Manager City of Coronado
_____	_____
Date	Date

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AUTHORIZATION FOR THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT FOR AN AMOUNT NOT TO EXCEED $750,000 THROUGH A COOPERATIVE PURCHASING PROGRAM FOR A 2016 PIERCE TRIPLE COMBINATION PUMPER FIRE APPARATUS AND APPROVE $150,000 FROM THE VEHICLE AND EQUIPMENT REPLACEMENT FUND TO FULLY OUTFIT THE APPARATUS

RECOMMENDATION: Authorize the City Manager to execute the purchase agreement for an amount not to exceed $750,000 from the FY 2015-16 Vehicle and Equipment Replacement (VER) Fund 135 for a 2016 Pierce Triple Combination Pumper Fire Apparatus and approve $150,000 from the VER Fund to fully outfit the new apparatus.

FISCAL IMPACT: There are sufficient available funds in the VER Fund to support this purchase. These VER Funds can either be addressed at FY 15/16 midyear budget review or be included in the FY 16/17 budget submission. The table below compares the amounts budgeted for the cost of the vehicle and equipment, as well as their outfitting costs.

VEHICLE AND EQUIPMENT REPLACEMENT (VER) FUND 135					
Description	**Budget**	**Cost of Vehicle**	**Cost of Outfitting Vehicle***	**Total Cost**	**Cooperative Purchase Agreement Source and Number**
2016 Pierce Triple Combination Pumper	$750,000	$750,000	$150,000*	$900,000	HGACBuy Contract #FS12-13

*Because of a desire to maintain two fully equipped Fire Pumper Apparatus in reserve given reliability issues with the Crimson-Spartan Tiller, the cost of outfitting the new 2016 Pierce is greater than expected, as existing equipment on the second reserve Fire Pumper Apparatus will not be available to transfer onto the new apparatus. However, funding exists in the VER Fund to cover this additional expense.

CITY COUNCIL AUTHORITY: Awarding a contract is an administrative decision not affecting a fundamental vested right. When an administrative decision does not affect a fundamental vested right, the courts will give greater weight to the City Council in any challenge of the decision to award the contract.

PUBLIC NOTICE: No public notice is required.

BACKGROUND: Coronado Municipal Code Section 8.04.060 requires the approval of the City Council for the purchase of goods, supplies and/or equipment above $30,000. The Municipal Code has a provision for purchases of supplies and equipment to be accomplished through cooperative purchasing (CMC 8.04.070). Cooperative purchasing is a national- and State-approved tool used by government agencies to join with other jurisdictions to buy similar products. When purchasing cooperatively, a “lead agency” is the central purchaser for several jurisdictions. Because these contracts tend to be for purchases of large quantities, the lead agencies are able to negotiate for lower unit costs. Staff will be able to purchase the proposed fire apparatus, at competitive pricing, from an existing contract between the City of San Diego and HGACBuy, a cooperative purchasing program.

ANALYSIS: 2016 Pierce Triple Combination Pumper (Unit 5345): Pierce Fire Apparatus has set the standard for quality and workmanship in the fire apparatus field. This has been recognized by surrounding agencies as evident through their election to purchase identical apparatus. As a result, Automatic Aid responses into Coronado from neighboring agencies are accomplished in a safer and more efficient manner due to "like apparatus."

The City of Coronado is faced with ingress/egress issues at certain roadways and alleys, angle of departure at intersections, and areas that present tight turning radiuses. The Pierce Fire Apparatus is able to safely and efficiently operate with these conditions based on its overall length, angle of departure/approach, and wheel base.

Pierce Manufacturing provides necessary service and manual information for repairs performed by the City of Coronado Public Services Department and a local Pierce owned and operated Service Center located in Vista. All of the components of this apparatus are built by Pierce, unlike other manufacturers who single source different components. This provides more consistency and reliability for the life of the apparatus. The apparatus is designed with specifications that meet the needs of Coronado with its ability to carry the necessary equipment for mitigating incidents that include Fire, Medical, Rescue, Public Service, and Hazardous Material responses.

As described above, the Pierce Triple Combination Pumper is designed to meet the needs of the residents of Coronado and the firefighters that staff it.

The 2015-16 VER Fund 135 includes $750,000 to replace a 2000 Pierce Quantum 1250 Pumper (Unit 5345). The 2000 Pierce Quantum was used in the Fire Services Department as a frontline vehicle from 2001 through 2011. It is now the City's reserve fire apparatus. Subsequent to the receipt of the new Pierce Pumper in 2017, the 2010 Crimson Pumper (Unit 5340), the City's current frontline pumper truck, will be used as a reserve vehicle until it reaches 20 years of age, which is consistent with the City of Coronado's Vehicle Replacement Schedule (Attachment A). In addition, the 2000 Pierce Quantum will also be used as a reserve piece of fire apparatus for as long as it remains economically serviceable, but not to exceed 2021, due to the poor operational availability track record of the City's Crimson-Spartan Tiller. The Pierce Triple Combination Pumper fire apparatus is available for purchase through the HGACBuy Contract #FS12-13, which is a cooperative purchasing agency (Attachment B). The list of equipment necessary to outfit the new pumper truck, with estimated costs, is provided as Attachment C.

ALTERNATIVE: The City Council could choose to not authorize the purchase of the fire apparatus described above, and could recommend that staff use the Request for Bids (RFB) process instead.

Submitted by Public Services and Engineering/Maurer
Attachments:

A. Coronado Vehicle Replacement Schedule
B. HGACBuy Contract #FS12-13
C. Outfitting List & Estimated Costs

N:\Staff Reports\Vehicles\Fire Pumper 10.06.15

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	BL	JNC	MLC	NA	NA	MB	NA	NA	CMM	NA

DEPARTMENT: Public Services **Program Or Division:** Vehicle/Equipment Replacement

PROGRAM PURPOSE AND DESCRIPTION

The purpose of this fund is to set aside money on an annual basis for the replacement of the City's fleet of vehicles and other fixed assets, not including vehicles and equipment that support Golf, Storm Drain and Wastewater which are funded from their respective enterprise funds. In order for the City to continue to offer a high level of service, it is anticipated that vehicles and equipment will be replaced when their useful life has been exceeded or reassigned when their condition/reliability warrants a re-evaluation. This list represents vehicles that are fully depreciated and scheduled for replacement and other equipment that is planned for replacement.

Department	Unit No.	Description	Estimated Replace Cost
Fire	5304	Ford Expedition with Command Module	$90,000
Fire	5345	Pierce Quantum 1250 Pumper	$750,000
Fire	FD-Cays	Generator Cays Station	$24,000
Police	2-31	Honda Motorcycle	$30,000
Police	2-3	Ford Crown Victoria	$90,000
Police	2-4	Ford Crown Victoria	$90,000
Police	2-20	Ford Explorer	$90,000
Fleet	8-1	Ford F-350 Pickup 4X4	$80,000
Fleet	8-3	Chevrolet Colorado	$47,000
Parks	5-6A39	Lawn Genie Thatcher	$7,800
Parks	5-5	John Deere 4400 4WDi Tractor	$17,500
Parks	5-17	Jacobsen Diesel Rotary Mower	$35,000
Parks	5-18	Turf Truckster	$24,500
Streets	3-6	Lazer 5000 w/2 paint guns, Paint Striper (placeholder)	$12,000
Streets	3-10	Chevrolet Colorado	$47,000
Streets	4-1	Ford F-350 4 X 2 Pick Up	$80,000
Streets	4-2	G233691 Striper, Graco Linelazer III (placeholder)	$12,000
Streets	4-4	Bemis Eclipse Solar Arrow Board (placeholder)	$20,000
Streets	4-19	2003 Ford F-450 Paint Truck	$135,000
PS – Admin	11-3(4)	Chevrolet Colorado	$47,000
Citywide		Replace Telephone system	$250,000
		TOTAL	**$1,978,800**

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HGACBuy	CONTRACT PRICING WORKSHEET For MOTOR VEHICLES Only	Contract No.:	FS12-13	Date Prepared:	1/9/15

This Worksheet is prepared by Contractor and given to End User. If a PO is issued, both documents MUST be faxed to H-GAC @ 713-993-4548. Therefore please type or print legibly.

Buying Agency:	City of Coronado	Contractor:	Pierce Manufacturing
Contact Person:	Chief Mike Blood	Prepared By:	Kevin Newell
Phone:	619-522-7377	Phone:	909-673-9900
Fax:	619-435-2742	Fax:	909-673-9700
Email:	mblood@coronado.ca.us	Email:	kevin@southcoastfire.net

Product Code:	UC06	Description:	Pierce Arrow 4-door, aluminum cab and body pumper

A. Product Item Base Unit Price Per Contractor's H-GAC Contract:	$405,078.00

B. Published Options - Itemize below - Attach additional sheet(s) if necessary - Include Option Code in description if applicable.
(Note: Published Options are options which were submitted and priced in Contractor's bid.)

Description	Cost	Description	Cost
		Options tab to this spreadsheet	$170,719.00
		Subtotal From Additional Sheet(s):	
		Subtotal B:	$170,719.00

C. Unpublished Options - Itemize below / attach additional sheet(s) if necessary.
(Note: Unpublished options are items which were not submitted and priced in Contractor's bid.)

Description	Cost	Description	Cost
	$0.00	Options tab from this spreadsheet	$137,660.00
		Subtotal From Additional Sheet(s):	
		Subtotal C:	$137,660.00

Check: Total cost of Unpublished Options (C) cannot exceed 25% of the total of the Base Unit Price plus Published Options (A+B).	**For this transaction the percentage is:**	23.91%

D. Total Cost Before Any Applicable Trade-In / Other Allowances / Discounts (A+B+C)

Quantity Ordered:	1	X Subtotal of A + B + C:	713457	=	**Subtotal D:**	$713,457.00
E. H-GAC Order Processing Charge (Amount Per Current Policy)					**Subtotal E:**	$2,000.00

F. Trade-Ins / Other Allowances / Special Discounts / Freight / Installation

Description	Cost	Description	Cost
Performance bond	$2,146.37	Sales tax 8%	$55,178.80
Prepay discount	-$25,722.00	tire fee	$10.50
		Subtotal F:	$31,613.67

Delivery Date:		**G. Total Purchase Price (D+E+F):**	$747,070.67

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CRD Equipment Inventory - ENGINE TYPE 1 (With SND Equipment)	QUANTITY	COST PER	TOTAL	SND
ADAPTERS AND FITTINGS				
4" double female shall be of aluminum alloy construction	2	$ 75.00	$ 150.00	1
4" double male shall be of aluminum alloy construction	2	$ 42.80	$ 85.60	1
4" female to 2 ½" female shall be of aluminum alloy construction	1			
4" male to 2 ½" female shall be of aluminum alloy construction	2			
4" female to 2 ½" male reducer shall be of aluminum alloy construction	2	$ 47.00	$ 94.00	1
4" gated intake shall be TFT Industries Model AB7HNP-NX	1	$ 856.00	$ 856.00	
4" monitor base	1	In Spec		
2 ½" double female shall be of aluminum alloy construction	2	$ 30.00	$ 60.00	2
2 ½" double male shall be of aluminum alloy construction	2	$ 13.00	$ 26.00	2
2 ½" to 1 ½" reducer shall be of aluminum alloy construction	2	$ 16.00	$ 32.00	2
2 ½" to 2 ½" gated wye shall be of aluminum alloy construction	1			1
2 ½" to 1 ½" gated wye shall be of aluminum alloy construction	2	$ 241.82	$ 483.64	1
2 ½" clapper Siamese shall be of aluminum alloy construction	1	$ 251.45	$ 251.45	1
2 ½" female to 4" male shall be of aluminum alloy construction	1	$ 42.80	$ 42.80	
1 ½" double female shall be of aluminum alloy construction	2			
1 ½" double male shall be of aluminum alloy construction	2			
1 ½" to 1 ½" gated wye shall be aluminum alloy construction	1	$ 178.75	$ 178.75	
1 ½" female to ¾" male reducer shall be aluminum alloy construction	1	$ 17.50	$ 17.50	
HOSE				
4"x 100' DJ, lightweight construction	800'	$ 535.00	$ 4,280.00	900'
2 ½" x 50' DJ, lightweight construction	800'	$ 186.18	$ 2,978.88	600'
2 ½" x 50' DJ, lightweight construction, preconnect	200'	$ 186.18	$ 744.72	150'
1 ¾" x 50' DJ, lightweight construction, Crosslay 1	200'	$ 125.19	$ 500.76	200'
1 ¾" x 50' DJ, lightweight construction, Crosslay 2	200'	$ 125.19	$ 500.76	150'
1 ¾" x 100' DJ, lightweight construction, Highrise Bundle (2 bundles at 100' per)	200'	$ 214.00	$ 428.00	200'
1 ½" x 100' SJ, Wildland Bundle (2 bundles at 400' per)	800'	$ 133.75	$ 1,070.00	
2 ½" x 40' DJ, lightweight construction, Highrise Pack	40'	$ 186.18	$ 186.18	
4" x 40' DJ, lightweight construction, Suction (Pricing for 50' section)	30'	$ 321.00	$ 321.00	2
2 ½" x 15' DJ, lightweight construction, Auxiliary suction	15'	$ 32.10	$ 64.20	1
NOZZLES				
1 ¾" fog shall be adjustable stream with selectable gallonage and pistol grip. Lightweight aluminum alloy construction and NFPA 1964 compliant. Elkhart PHANTOM.	6			5

2 ½" fog shall be adjustable stream with selectable gallonage and pistol grip. Lightweight aluminum alloy construction and NFPA 1964 compliant. Elkhart CHIEF.	2			2
2 1/2" playpipe shall be of lightweight aluminum alloy construction with shutoff and ladder hook	1	$ 765.05	$ 765.05	1
Monitor nozzle shall be adjustable stream and rated from 250 to 1000 gpm	1	In Spec		1
Monitor smoothbore stacked tips made of lightweight aluminum alloy	1	$ 349.89	$ 349.89	1
Foam aerator shall be...	1	$ 107.00	$ 107.00	1
Wildland smoothbore	1			
Wildland fog	1			
Wildland forestry 1 ½" NST rated from 20-90 gpm at 100 psi	3	$ 64.60	$ 193.80	
SCBA				
SCBA shall be manufactured by MSA Safety	4			4
Spare SCBA bottle	6			4
SCBA brackets for MSA	4			
Drop Bag shall be Cordura nylon with heavy duty bolt snap and large enough to carry 75' of 8mm kern mantle rope	4			4
RIC Bag	1			
ELECTRICAL				
Generator shall be space saving design, portable gas powered capable of powering at least four 500 watt lights. Honda EU2000iKC	1	$ 1,075.68	$ 1,075.68	
Portable light shall be 500 watt heavy duty halogen with NEMA L5-20 locking plug (FRC KR-775)	2	$ 349.00	$ 698.00	
GFI Box	1			
12/3 wire, male duplex to female L5-20	3			
12/3 wire, female duplex to male L5-20	2			
15' extension cord (duplex male and female)	1			
15' extension cord (L5-20 male and female)	2			
EXTRICATION TOOLS				
Holmatro GCT5111 Combi Tool w/(2) batteries	1	$ 10,971.00	$ 10,971.00	1+
Step chock	2			
Air hose 50'. Hose shall have fittings compatible with Milton 'T' Style, Myers .25" Automotive style or Parker .25 10 Series	1	$ 30.00	$ 30.00	1
SAWS				
Chainsaw, Stihl MS461	1	$ 1,170.84	$ 1,170.84	1
Rescue saw, Stihl TS420	1	$ 963.27	$ 963.27	
Sawzall reciprocating saw shall be Milwaukee	1	$ 321.00	$ 321.00	

Traffic safety vest (ANSI), Lakeland, Class II, oversized,radio pocket, 'CFD' in black	4	$ 41.99	$ 167.96	
Rain gear – Check full sets or just jackets	4			
Ice chest – What size?	1	$ 48.15	$ 48.15	1
Barrier tape (yellow caution)	1	$ 21.40	$ 21.40	1
Barrier tape (red and white stripe)	1	$ 21.40	$ 21.40	1
Wheel chock shall be Ziamatic, Model SAC-44-E	2	In Spec		2
Phos-Chek WD881 Class A foam (40 gal tank/5 gal pail)	8	$ 74.90	$ 599.20	
1 gallon safety can (gasoline)	1	$ 34.24	$ 34.24	1
1 gallon safety can (pre-mix)	1	$ 34.24	$ 34.24	1
FIRE EXTINGUISHERS				
2 ½ gallon pressurized water can	1	$ 96.30	$ 96.30	1
Extinguisher harness, Fire Hooks CH-312	1	$ 48.15	$ 48.15	
10 lb, 4-A:80-B:C Dry chemical, Amerex Model B456	1	$ 74.00	$ 74.00	1
15 lb, Carbon Dioxide	1	$ 235.40	$ 235.40	
TOOLS				
Bolt cutter 36" (Pricing is for 30")	1	$ 160.50	$ 160.50	1
Bolt cutter 25" (Pricing is for 30")	1	$ 160.50	$ 160.50	
Sledge hammer shall be 10 pound	1	$ 26.75	$ 26.75	1
TNT tool, 6.5 pound head, yellow fiberglass handle	1	$ 209.59	$ 209.59	
Prybar 36"	1	$ 26.75	$ 26.75	1
Pipe wrench 24"	1			
Halligan	1	$ 160.50	$ 160.50	1
Pickhead Axe shall have a 6 pound head with 5" poll. From edge of blade to tip of poll shall be 12". The axe shall be fitted with a 32" hickory wood handle. Fire Axe, Inc.	1	$ 209.99	$ 209.99	1
Velcro strap, Fire Hooks Marry Strap MS-1	1	$ 15.00	$ 15.00	
Flathead Axe shall have a 6 pound head. There shall be grooves in the cheek to marry the fork of a Halligan Tool. The axe shall be fitted with a 32" hickory wood handle.	1	$ 209.99	$ 209.99	1
Leather scabbard shall fit the six pound pick head axe. Scabbard shall be made of heavy duty leather with velcro enclosure. Fire Axe, Inc.	1	$ 169.99	$ 169.99	
Lock removal tool (O Tool)	1			
Water key (large)	1	$ 107.00	$ 107.00	1
Water key (small)	1	$ 80.25	$ 80.25	1
Elevator key	1			
Knox Box keys	1			1

OnScene iPad	1	$ 600.00	$ 600.00	
EMS gloves (boxes)	2			
MedixSafe MS2 narcotics lockbox	1	$ 1,575.00	$ 1,575.00	
Mega Mover portable transport unit	1			
Physio-Control LIFEPAK 15 V4	1	$ 34,937.65	$ 34,937.65	1
Backboard	1	$ 128.40	$ 128.40	1
GROUND LADDERS				
24' Extension ladder, Duo-Safety, Series 900-A, 2 section, with prong feet	1	In Spec	In Spec	1
14' Roof ladder, Duo-Safety, Series 775-A, with prong feet	1	In Spec	In Spec	1
10' Attic ladder, Duo-Safety, Series 585-A with rubber safety shoes	1	In Spec	In Spec	1
ROPE/HARDWARE/RESCUE EQUIPMENT				
½" kern mantle rope, lifeline, 200' red/yellow ($1.55/ft)	1	$ 310.00	$ 310.00	
½" kern mantle rope, lifeline, 200' blue/yellow ($1.55/ft)	1	$ 310.00	$ 310.00	
½" kern mantle rope, utility, 200' ($1.55/ft)	1	$ 310.00	$ 310.00	
Rope and equipment bag, CMC Rescue #431203 (Red)	1	$ 116.00	$ 116.00	
Rope and equipment bag, CMC Rescue #431205 (Black)	1	$ 116.00	$ 116.00	
Rope bag, utility, CMC Rescue #430207 (Yellow)	1	$ 65.00	$ 65.00	1
4 to 1 system	1			
Carabineer shall be steel, self locking	10	$ 21.40	$ 214.00	
Prusik 8mm, red, 68" @ .75/ft	5	$ 4.25	$ 21.25	
Prusik 8mm, green, 60" @ .75/ft	5	$ 3.75	$ 18.75	
Prusik minding pulley	3	$ 105.00	$ 315.00	
Green 1" webbing, 6' @ .35/ft	8	$ 2.10	$ 16.80	
Yellow 1" webbing, 12' @ .56/ft	8	$ 6.72	$ 53.76	
Blue 1" webbing, 15' @ .47/ft	8	$ 7.05	$ 56.40	
Orange 1" webbing, 20' @ .35/ft	8	$ 7.00	$ 56.00	
Anchor plate, 45kN	2	$ 62.00	$ 124.00	
"Eight Plate" with ears	1	$ 68.00	$ 68.00	
"Eight Plate" without ears	1	$ 68.00	$ 68.00	
RPM System shall include (1) brake bar rack, (1) gathering plate, (1) load releasing device with keeper carabineer, (2) 8mm Prusik, one short, one long, (2) Prusik minding pulleys, (6) steel locking carabineers (Pricing off rescueDIRECT.com)	1	$ 599.95	$ 599.95	
Tire anchor kit	1			
WILDLAND EQUIPMENT				

	Bar oil	1			1
	2 Stroke oil	1			1
	Spare chainsaw chain	4	$ 239.04	$ 956.16	1
	VENTILATION EQUIPMENT				
	16" electric blower shall be RAMFAN model EV400, 20 amp/15 amp, 1.5 hp, 7 blade impeller	1	$ 1,952.75	$ 1,952.75	
	SALVAGE				
	Salvage cover	1	$ 139.10	$ 139.10	
	Hallway runner	2	$ 26.75	$ 53.50	
	Debris carrier	1	$ 133.75	$ 133.75	1
	EQUIPMENT				
1/1	MDC and associated equipment, no install	1	$ 7,302.00	$ 7,302.00	1
1/1	Thermal Imaging Camera	1	$ 9,500.00	$ 9,500.00	1
1/1	Gas Monitor shall be Scott Aviation, Protégé	1	$ 483.63	$ 483.63	1
1/1	Gas Monitor shall be RKI, Eagle four gas detector	1	$ 2,423.51	$ 2,423.51	
	Radiological detection equipment (Pelican Box)	1			
	Polimaster radiation pager				
	Cell phone	1			
	Digital camera	1			
1/1	Binoculars	1	$ 53.50	$ 53.50	1
4/4	Motorola APX 6000 Portable includes portable mic's	4	$ 3,827.53	Package	4
	Motorola APX 6500 DUAL HEAD Mobile Radio	1	$ 1,590.65	Package	2
	Motorola Radio Equipment Package (all associated equipment), no install			$ 30,616.41	
	Bendix King TK-790, Mobile, no install	1	$ 1,386.13	$ 1,386.13	
2/4	Bendix King DPH5102X	4	$ 2,376.35	$ 10,546.63	
2/1	Rechargeable flashlight shall be Streamlight E-Spot Lightbox	4	In Spec	In Spec	4
	Rechargeable flashlight, Streamlight PolyStinger LED	4	$ 131.30	$ 525.20	
	Lockout/Tagout/Sprinkler/Spill kit	1		$ 225.00	
	Bioterrorism bag – Are we going to carry this?	1			1
	Vehicle lockout kit shall be the Emergency Response Kit from High Tech Tools	1	$ 149.95	$ 149.95	1
	5 gallon absorbent/spill kit	1			
	Hydrant spanner	2	$ 31.03	$ 62.06	1
	Spanner shall be Akron Brass, Universal style	2	$ 24.00	$ 48.00	
	Apparatus floor door remote	2			
	Traffic safety cone – 18"	5	$ 5.35	$ 26.75	6

4/4 Portable two collar mics

HAND TOOLS				
New York Roof Hook 48". Tool shall have a roof hook on one end and fitted with a chisel end on the other. Fire Hooks Unlimited.	1	$ 65.99	$ 65.99	
New York Roof Hook 72". Tool shall have a roof hook on one end and fitted with a chisel end on the other. Fire Hooks Unlimited.	1	$ 96.01	$ 96.01	
6' Pike pole	1	$ 53.50	$ 53.50	1
6' Rubbish hook	1	$ 107.00	$ 107.00	1
Pulaski	1	$ 56.99	$ 56.99	
McLeod	1	$ 91.59	$ 91.59	
Corn broom shall be heavy duty	1	$ 16.05	$ 16.05	1
Push broom shall be heavy duty	1	$ 18.19	$ 18.19	1
Flat shovel	1	$ 20.00	$ 20.00	1
Spade shovel	1	$ 20.00	$ 20.00	1
Scoop shovel	1	$ 30.00	$ 30.00	
Rubber mallet shall be Nupla Powerdrive SF-3	1	$ 16.05	$ 16.05	1
Tool box (get contents list from Scott)	1			1
Battery pack for Holmatro Combi-Tool	1	$ 79.18	$ 79.18	
MEDICAL EQUIPMENT				
Conterra INFINITY PRO Bag, Bag Only, Red	1	$ 143.13	$ 143.13	
Airway bag shall be Conterra AIRWAY-PRO Pack, Case Only, Green	1	$ 153.67	$ 153.67	1
Pelican 1460 EMS Case with Trays	1	$ 246.63	$ 246.63	1
LUXFER Carbon Composite Cylinders, "Jumbo D", w/toggle	2	$ 266.92	$ 533.84	2
S-SCORT VX-2 Suction Unit with variable regulator	1	$ 808.33	$ 808.33	1
EXERGEN Temporal Scanner TAT-5000 Thermometer	1	$ 377.83	$ 377.83	
Spinal Care Kit Case	1	$ 26.19	$ 26.19	1
Ferno KED Extrication Device	1	$ 103.53	$ 103.53	1
LSP/Allied Pediatric Immobilization Board	1	$ 257.67	$ 257.67	
Minto SAGER FORM III Traction Splints, Bilateral	1	$ 359.67	$ 359.67	
FERNOTRAC Traction Splints, Combination Kit	1	$ 580.02	$ 580.02	
Hartwell FASPLINT Semi-Disposable Vacuum Splints, Kit w/COMPACT PUMP and Carry Case	1	$ 252.70	$ 252.70	1
Hartwell COMBICARRIER II (Scoop stretcher)	1	$ 779.58	$ 779.58	
Unimed ALPHA PAK and ALPHA PEDI PAK Trauma Pack, Alpha PEDI Pak, Large	1	$ 201.98	$ 201.98	1
Triage pack	1	$ 119.00	$ 119.00	2
Triage clipboard	1	$ 32.69	$ 32.69	

True North webgear with hydration pack	4	$ 112.35	$ 449.40	
True North dual radio harness	4	$ 39.90	$ 159.60	
Timberline hose clamp	2	$ 101.65	$ 203.30	
Hose clamp pouch, True North	4	$ 15.65	$ 62.80	
Fire shelter	4	$ 336.41	$ 1,345.64	
Wildland hose pack, KMP Fire, WP2215VP	2	$ 121.25	$ 242.50	
Utility bag, True North Personal Pouch	4	$ 18.00	$ 72.00	
Green 1" webbing, 6'@ .35/ft	3	$ 2.10	$ 6.30	
Orange 1" webbing, 20' @ .35/ft	1	$ 7.00	$ 7.00	
Carabineer, aluminum, non-locking	3	$ 10.00	$ 30.00	
Wildland gear bag, Ruffian, "Turn-Out" gear bag	1	$ 88.10	$ 88.10	
Sleeping bag, Coleman	4	$ 50.00	$ 200.00	
REFERENCE BOOKS				
Lynx map book	1			1
Thomas Brothers map book	1			1
Pre-fire plan book	1			1
Highrise checklist	1			
Shores book	1			
ERG Guide	1			1
NIOSH	1			
FP HazMat Guide	1			
Complex map book	1			
Field Operations Guide (FOG)	1			
Fireline handbook	1			
RCS book	1			
Forms clipboard	1	$ 32.69	$ 32.69	
Accountability board	1	$ 45.00	$ 45.00	1
Radio frequency fleet map	1			
Apparatus manual	1			1
Mechanical log	1			
Metro Zone map book	1			1
Entries in ORANGE are confirmed pricing.				
Entries in GREEN are SND and CRD 2011 pricing with 7% added to adjust for inflation.		**TOTAL:**	$ 148,170.35	
Entries in YELLOW are under review for possible deletion.				

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AWARD OF A CONTRACT FOR RESTORATION OF THE FERRY LANDING TICKET BOOTH TO SAN DIEGO CONSTRUCTION COMPANY, INC. IN THE AMOUNT OF $68,176 AND AUTHORIZE THE CITY MANAGER TO EXECUTE THE CONTRACT

RECOMMENDATION: Authorize the City Manager to execute a contract with San Diego Construction Company, Inc. in the amount of $68,176 for the restoration of the Ferry Landing Ticket Booth.

FISCAL IMPACT: The lowest bid for the restoration of the Ferry Landing Ticket Booth ($68,176). Sufficient funds are budgeted in the FY 2014-2015 Facilities Division, Contract Services account (100315-8030).

CITY COUNCIL AUTHORITY: Awarding a contract to the low bidder is an administrative action not affecting a fundamental vested right. When an administrative decision does not affect a fundamental vested right, the courts give greater deference to decision makers in administrative mandate actions. The court will inquire (a) whether the City has complied with the required procedures and (b) whether the City's findings, if any, are supported by substantial evidence.

PUBLIC NOTICE: Coronado Municipal Code Chapter 8.07.010, "Bid Procedures in Public Works Contracts," requires that the notice inviting bids for public works projects shall be published at least once and no fewer than ten days before the bid opening date. Notices were published on the City of Coronado's website for public bids on July 23, 2015, in the *San Diego Daily Transcript* on July 24, 2015, and in the *Coronado Eagle & Journal* on July 29, 2015.

BACKGROUND: On May 5, 2015, the City Council authorized staff to advertise the Ferry Landing Ticket Booth Restoration Project for bid. On August 13, 2015, the City received one bid in response to the Ferry Landing Ticket Booth Project Request for Bids (RFB) for $68,176 from San Diego Construction Company, Inc.

ANALYSIS: The bid opening for the Ferry Landing Ticket Booth Restoration Project was held August 13, 2015. This project was solicited using full and open competition. The scope of the project includes the repair, painting and finishing of both the interior and exterior of the iconic Coronado Ferry Ticket Booth to a condition representative of its original time period, which will be near museum quality. The specifications were crafted to rehabilitate the structure using materials and methods that will have initial higher costs, but save resources over the facility's life-cycle by reducing maintenance costs. Despite efforts to encourage contractors that typically compete for vertical construction work in Coronado, only one bid, for $68,176, was received from San Diego Construction Company, Inc. Staff's review found this bid to be responsive, fair and reasonable. The Ferry Landing Ticket Booth Restoration Project is a small, unique project. There are inherently low profit margins on a small project. This, coupled with the elevated risk of working on an old, iconic structure in a high visibility, public location, is why most contractors do not want to pursue this type of work. San Diego Construction Company, Inc. has worked on unique projects for the City of Coronado in the past; they have consistently met or

exceeded expectations. Therefore, staff's recommendation is to award the Ferry Landing Ticket Booth Restoration contract to San Diego Construction Company, Inc.

ALTERNATIVE: The Council may elect to reject this bid and not award the contract based on the results of this RFP process.

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	BL	JNC	MLC	NA	NA	NA	NA	NA	CMM	NA

PUBLIC HEARING: CONSIDERATION OF AN APPLICATION FOR A HISTORIC RESOURCE PRESERVATION (MILLS ACT) AGREEMENT FOR THE PROPERTY ADDRESSED AS 815 ALAMEDA BOULEVARD (HP 2015-01 CITY OF CORONADO) AND PROVIDE DIRECTION TO STAFF REGARDING ANNUAL PRIORITIZATION OF NEW MILLS ACT AGREEMENT APPLICATIONS

RECOMMENDATION: Approve a Mills Act Agreement for 815 Alameda Boulevard; and provide direction to staff regarding annual prioritization of new Mills Act Agreement applications.

FISCAL IMPACT: If the City Council approves the first Mills Act agreement on the waiting list, which is within the $15,000 fiscal cap established in the Mills Act Program Implementation section of Resolution 8524 (Attachment 6). The estimated fiscal impact would be a first year reduction in property tax revenues to the City and Successor Agency of approximately $6,380.

Attachment 3 contains the Cumulative Fiscal Impact Report, which provides an order of magnitude review of all the Mills Act Agreements to date. The City has previously authorized Mills Act Agreements for 76 properties, resulting in an annual property tax revenue decrease to date of approximately $698,412 and an estimated cumulative property tax revenue decrease of $4,063,682.

CITY COUNCIL AUTHORITY: State legislation adopted in 1972 allows for a reduction in property taxes on historical property when the owner agrees to preserve and, when necessary, to restore and rehabilitate his/her property. The legislative body of a local government must first agree to allow Mills Act contracts (it is optional for a local government). In 2000, the City Council adopted Resolution No. 7736 implementing the Mills Act Program; and in 2011, the City Council adopted Resolution 8524 implementing changes to the Mills Act Program. Local governments have complete discretion regarding implementation of the program and determining which properties to approve for Mills Act agreements. Coronado's program limits contracts to residential properties, establishes a fiscal cap on the program, and limits the property tax savings realized by a property owner.

PUBLIC NOTICE: Section 84.10.100 of the Historic Preservation Ordinance requires that the City Council consider Mills Act agreement requests at a noticed public hearing. A public notice was published in the *Coronado Eagle & Journal* on September 23, 2015, and was mailed to all property owners within 300' of the subject property (See Attachment 7).

BACKGROUND: The Mills Act Program was adopted by the City Council in 2000 by Resolution No.7736. A fiscal cap was placed on the program to control the lost property tax revenue to the City and former Community Development Agency. The City Council authorized a maximum property tax loss of $15,000 for the "Program Start" and $5,000 additional property tax losses per year for "Program Growth" up to 2005 at which time the program would be re-evaluated. In August 2004, the City Council voted to increase the annual increment to a $10,000 per year increase, and in 2007, the City Council voted to increase the dollar amount of new Mills Act Agreements approved annually to $15,000. In order to address the lengthy Mills Act waiting list, the City Council directed staff to process seven Mills Act applications based upon the

current prioritization ranking of homes on the waiting list in 2009 and 2010, exceeding the $15,000 fiscal cap in each of those two years.

At its October 4, 2011 meeting, the City Council adopted Resolution No. 8524 implementing a change to the Mills Act Program that sets the maximum savings that a property owner receives with a Mills Act Agreement at 50% of the current property tax for Mills Act applications received beginning January 1, 2012. When the City Council adopted this new policy, it was noted that there would be an effort to authorize the contracts already on the Mills Act waiting list in approximately four years (seven contracts per year), rather than only authorizing contracts that comply with the $15,000 fiscal cap. In 2014, the City Council completed that four year effort by directing staff to process the first seven applications on the Mills Act Agreement waiting list for approval. There are now 31 Mills Act applications on the waiting list for approval, and five applications that have been submitted this calendar year that have not yet been prioritized by the Historic Resource Commission and added to the waiting list.

ANALYSIS: The Mills Act Program Implementation section of City Council Resolution 8524, which was adopted in 2011, states that the City will incur a maximum property tax revenue decrease of $15,000 every year in association with new Historic Resource Preservation (Mills Act) Agreements, unless otherwise changed or waived by the City Council. Based upon this, staff has brought forward one Mills Act Agreement application, 815 Alameda Boulevard, for formal consideration by the City Council at this public hearing. According to estimates provided by the County Assessor's office, approval of a Mills Act Agreement for 815 Alameda Boulevard will total approximately $6,380 of reduced property tax income for the City in the first year. The next application on the list, a condominium complex at 721-727 D Avenue, has an estimated first year property tax revenue decrease of $13,701. Because adding this to the estimated impact of 815 Alameda Boulevard would exceed the $15,000 fiscal cap, staff has not recommended approval of a Mills Act Agreement for the 721-727 D Avenue condominium complex in this calendar year. Estimates for first-year reduced property tax income for the City for all properties on the waiting list is included in Attachment 1. It should be noted that these estimates do not include any exclusions that may be written into the agreements. Exclusions recommended by staff generally include non-historic elements of the property such as additions or accessory buildings. When an exclusion is written into a Mills Act Agreement, the County Tax Assessor gives the property a blended Mills Act valuation, which results in a lower tax savings for the property owner and a lower fiscal impact to the City.

A sample Mills Act Agreement for 815 Alameda Boulevard is included as Attachment 5. If the City Council should choose to waive the $15,000 fiscal cap and consider approval of additional Mills Act Agreements, those properties would need to be noticed and considered at a subsequent noticed public hearing, as required by Section 84.10.100 of the Coronado Municipal Code. An estimated timeline for approval of applications currently on the waiting list is included as Attachment 2. Agreements for any additional properties would be identical to the agreement for 815 Alameda Boulevard, with the exception of the owner and address information; section 6 of the agreement, related to implementation of City Council Resolution 8254; section 7 of the agreement, related to exclusions to the Mills Act valuation; and Exhibits A and B, legal description and List of Improvements. Photographs of all properties on the waiting list for approval are included as Attachment 4.

DIRECTION REGARDING PRIORTIZATION OF APPLICATIONS: In addition to approval of Mills Act Agreements for this calendar year, staff is requesting that the City Council consider whether it would still request that the Historic Resource Commission prioritize applications received each year before they are added to the Mills Act waiting list. The prioritization process was implemented early in the life of the Mills Act program, prior to the policy change limiting property tax savings to 50% (Resolution 8524), in order to allow those properties that are most historically significant to be considered for a Mills Act agreement more quickly than those that may be less historically significant. Now that all applications on the waiting list are subject to Resolution 8524, the City Council may wish to consider whether the prioritization method is still needed given that, theoretically, more applications may be approved each year due to the lower amount of forgone revenue seen by the City as a result of limiting property tax savings to 50%.

CONCLUSION: The City Council should consider whether to approve a Mills Act Agreement for 815 Alameda Boulevard, and provide direction to staff regarding continued annual prioritization of Mills Act Agreement applications each year. If the City Council approves a Mills Act Agreement for 815 Alameda Boulevard, staff will finalize the agreement, it will be signed by the City and property owner in front of a notary, and will be recorded at the County Recorder's Office by the end of this calendar year.

Submitted by Community Development/Olsen
Attachments:

1. Mills Act waiting list with proposed exclusions and estimated first year impact to City
2. Estimated timeline for approval of applications on the waiting list
3. Cumulative Fiscal Impact Report
4. Photographs
5. Mills Act Agreement for 815 Alameda Boulevard
6. City Council Resolution 8524
7. Public Notice

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CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	LS	JNC	MLC	RAH	NA	NA	NA	NA	NA	NA

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MILLS ACT WAITING LIST

	HRPA #	ADDRESS	Proposed Exclusions	Estimated savings to owner	Estimated Impact to City
1	2012-10	815 Alameda	HRC and Staff - Rear enclosed garden room constructed in 1969	$ 10,127	$ 6,380
2-7	2012-02 to 07	721-727 D	None	$ 21,747	$ 13,701
8	2013-01	631 A	None	$ 2,877	$ 1,813
9	2012-14	1015 Alameda	None	$ 13,117	$ 8,264
10	2012-08	576 E	None	$ 7,401	$ 4,662
11	2012-12	824 Adella	HRC and Staff - Improvements in 2012 including addition of 784 square feet (Permit B1112-018)	$ 6,271	$ 3,950
12	2013-03	301 Alameda	None	$ 4,024	$ 2,535
13	2012-11	416 Ninth	None	$ 5,486	$ 3,457
14	2012-13	826 Tolita	None	$ 7,331	$ 4,619
15	2013-06	708 A	HRC - None Staff - improvements related to the 2012 addition and remodel (Permit B1203-026).	$ 38,252	$ 24,098
16	2013-02	1126 Loma	None	$ 8,632	$ 5,438
17	2014-01	1127 F	Staff and HRC - Improvements associated with HAP 3-09 which is approved but not yet constructed.	$ 35,189	$ 22,169
18	2013-04	516 I	None	$ 6,521	$ 4,108
19	2013-05	720 J	HRC - None Staff - improvements related to the 2005 addition of 2,540 square feet, and a 600 square foot garage (permit 0511-073).	$ 16,617	$ 10,469
20	2013-08	1202 Glorietta	HRC and Staff - improvements related to 1982 2nd story addition (Permit B000836)	$ 8,307	$ 5,233
21	2013-07	738 B	HRC and Staff - improvements related to 2005 1st and 2nd story addition, garage and decks (Permit 0504-096)	$ 6,618	$ 4,169
22	2014-03	1212 Sixth	HRC and Staff - existing non-historic accessory building constructed in 2002 (Permit 0207-021).	$ 14,500	$ 9,135
23	2014-02	200 Palm	HRC and Staff - addition of 446 square feet in 2013 (Permit B1211-008).	$ 8,533	$ 5,376
24	2014-05	1003 Alameda	HRC and Staff - Improvements associated with 2014 remodel (Permit B1403-012).	$ 15,682	$ 9,880
25	2014-06	819 First	None	$ -	$ -
26	2014-04	1045 Loma	HRC and Staff -existing non-historic additions in 1991, 1993, and 2006, (Permits 7243, 7227, 5755, and 0608-030).	$ 56,939	$ 35,872
27	2012-09	1000 Adella	HRC - None Staff - Improvements associated with 2013 improvements and all future additions (Permit NC1304-009)	$ 14,109	$ 8,889
28	2014-09	940 Country Club	None	$ -	$ -
29	2014-07	555 Alameda	HRC - None Staff - Improvements associated with 1999 addition and remodel (Permit 9901-0043).	$ 4,759	$ 2,998
30	2014-08	825 Olive	HRC and Staff - addition of garage, second dwelling, and addition constructed in 1987 (permit B2447).	$ 10,869	$ 6,847
31	2014-10	1027 F	HRC and Staff -additions from 1997 and 1999 (Permits 9704-013 and 9902-027)	$ 4,011	$ 2,527
Applications submitted in 2015 that have not yet been prioritized:					
	2015-01	320 Seventh Street	HRC and Staff - Improvements from 2010 (Permits B1004-005 and B1006-007)	$ 10,081	$ 6,351
	2015-02	535 Ocean	HRC and Staff - improvements from change of front façade windows in 1999 (Permit 9910-100). Staff also recommends excluding shed constructed in 2000 (permit 0008-003).	$ 27,500	$ 17,325
	2015-03	1010 Glorietta	None	$ 10,123	$ 6,378
	2015-04	545 Palm/544 D	HRC and Staff - 104 square feet of bathroom and closet space (Permit B1501-003)	$ 5,685	$ 3,582
	2015-05	1004 Tenth	HRC Recommends denial of the contract. Staff recommends that if CC approves the contract, all improvements related to HAP 2014-15 be excluded.	$ 5,610	$ 3,534

Note that these estimates do not include exclusions that may be written into the Mills Act Agreements. Exclusions would result in a lower estimated impact to the City, as well as a lower estimated savings to the property owner.

County Tax Assessor disclaimer:

This Mills Act estimate is specifically for the 2016 tax year only. The estimated calculated Restricted ("Mills Act") value should not be relied upon as indicative of what the actual 2016 calculated Restricted value or annual assessed value will be. The actual calculated Restricted value depends on market conditions and other factors at time of actual valuation which may not be available and/or known at time of estimate. As a result, actual calculated Restricted value may be higher or lower than the estimate. Furthermore, this estimate does not imply or reflect what the property's actual calculated Restricted value will be in future years; The calculated Restricted value may change significantly (higher or lower) from year to year, or over the years, based on market conditions & other factors at time of valuation. The annual assessed value is based on a 3-Way Value comparison and does not necessarily reflect the calculated Restricted value. However, current state law mandates that the annual assessed value of a property under the Mills Act will not be higher than the property's factored Base year ("Proposition 13") value.

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MILLS ACT WAITING LIST
ESTIMATED TIMELINE FOR APPROVAL

	Address	Est. 1st Year Forgone Revenue	Apply $15,000 Fiscal Cap	
1	815 Alameda Boulevard	$6,380	$6,380	Year 2015
2-7	721-727 D Avenue	$13,701	$13,701	Year 2016
8	631 A Avenue	$1,813		
9	1015 Alameda Boulevard	$8,264	$14,739	Year 2017
10	576 E Avenue	$4,662		
11	824 Adella Avenue	$3,950		
12	301 Alameda Boulevard	$2,535	$14,561	Year 2018
13	416 Ninth Street	$3,457		
14	826 Tolita Avenue	$4,619		
15	708 A Avenue**	$24,098	$24,098	Year 2019
16	1126 Loma Avenue	$5,438	$5,438	Year 2020
17	1127 F Avenue**	$22,169	$22,169	Year 2021
18	516 I Avenue	$4,108		
19	720 J Avenue	$10,469	$14,577	Year 2022
20	1202 Glorietta Boulevard	$5,233	$9,402	Year 2023
21	738 B Avenue	$4,169		
22	1212 Sixth Street	$9,135		
23	200 Palm Avenue	$5,376	$14,511	Year 2024
24	1003 Alameda Boulevard	$9,880		
25	819 First Street*	$0	$9,880	Year 2025
26	1045 Loma Avenue**	$35,872	$35,872	Year 2026
27	1000 Adella Avenue	$8,889		
28	940 Country Club Lane*	$0		
29	555 Alameda Boulevard	$2,998	$11,887	Year 2027
30	825 Olive Avenue	$6,847		
31	1027 F Avenue	$2,527	$9,374	Year 2028
TOTAL		**$206,589**		

2015 Applications not yet prioritized:

320 Seventh Street	$6,351	
535 Ocean Boulevard**	$17,325	
1010 Glorietta Boulevard	$6,378	
545 Palm/544 D Avenue	$3,582	
1004 Tenth Street	$3,534	Note that the HRC did not recommend approval of this Mills Act Agreement.

* denotes applications that may not see any reduction in their property taxes because the Prop 13 tax base is lower than what can be achieved with the Mills Act.

** denotes applications which, on their own, exceed the $15,000 fiscal cap adopted by the City Council and should be considered per Resolution 8524, Program Implementation Part E: *Should extraordinary circumstances arise, such as an extremely unique, valuable, and important resource is in jeopardy of demolition; in those rare cases, the City Council may waive the fiscal cap due to the signifcance of the resource and the overwhelming community impact and loss that would occur if the resource were demolished.*

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Foregone and Reduced Property Taxes from Current Mills Act Agreements

	Yr. 1 - Yr. 5	Yr. 6 - Yr. 10	Yr. 11	Yr.12	Yr.13	Yr.14	Yr. 15
Cal. Yr Approved	**2000-2004**	**2005-2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Fiscal Year Impact	**2001-2005**	**2006-2010**	**2011**	**2012**	**2013**	**2014**	**2015**
1027 G Avenue	26,177	27,100	5,291	5,736	5,378	5,476	5,775
848 Glorietta Blvd	9,952	11,780	2,175	2,207	2,377	2,500	2,716
1022 Adella Avenue	9,873	11,826	2,306	2,341	1,548	1,676	1,874
279 C Avenue	7,904	9,188	1,795	1,831	0	0	566
611 A Avenue	25,864	37,192	7,374	6,525	7,663	18,873	19,456
1015 Ocean Blvd	159,918	375,945	76,298	77,759	77,923	78,820	81,185
600 Glorietta Blvd	2,774	8,381	1,516	1,534	1,856	3,181	3,428
1116 Loma Avenue	5,126	14,629	2,842	2,890	2,736	2,831	3,009
801 Tolita	0	0	0	0	0	0	0
757 Alameda	6,323	18,754	3,628	3,687	3,469	3,598	3,836
1241 Alameda	12,350	31,107	5,793	5,873	5,893	6,066	5,754
1111 Loma Ave.	388	2,969	627	655	183	321	332
520 B Ave.	4,766	28,476	5,756	5,862	5,659	5,761	5,986
765 C Ave.	4,615	24,901	5,017	5,111	4,475	5,241	4,242
550 B Ave.	5,137	54,635	14,839	15,169	13,684	13,852	14,241
1005 Adella	0	0	0	0	0	0	0
625 A Avenue		16,723	3,340	3,402	3,280	3,347	3,491
526 A Avenue		7,085	1,338	13,418	12,797	13,064	13,432
941 G Avenue		0	0	0	0	0	0
1015 Loma Avenue		0	0	0	0	0	0
1125 G Avenue		18,467	3,711	3,780	3,495	3,563	3,711
633 Alameda Boulevard		19,368	3,759	3,828	3,781	3,870	4,054
1704 Visalia		4,175	964	974	0	257	881
629 A Avenue		41,970	10,707	14,244	13,415	13,556	13,943
1033 Adella Avenue		16,139	4,127	4,200	4,161	4,270	4,542
350 D Avenue		0	0	0	5,545	5,647	5,865
1710 Visalia Row		0	0	0	0	0	0
1244 Alameda Boulevard		0	0	0	0	0	0
1313 10th Street		53,442	17,978	17,443	18,254	18,866	19,543
1015 Flora Ave.		1,387	324	325	440	489	567
1043 Ocean Blvd		108,845	39,886	39,122	38,865	24,913	26,351
605 Tenth Street		28,855	14,290	14,553	14,146	12,415	12,869
930 I Avenue		3,632	1,765	1,796	1,001	1,957	2,076
1504 Glorietta Boulevard		11,142	11,191	11,400	10,277	10,429	10,783
536 A Avenue		18,637	18,749	19,119	18,169	18,591	19,103
1125 Flora Avenue		5,001	14,492	14,746	13,164	13,339	13,814
1118 Loma Lane		8,280	8,326	8,484	7,270	7,386	7,644
300 Ninth Street		17,573	17,670	18,017	16,887	16,973	17,490
1718 Visalia Row		5,338	5,353	5,454	4,288	4,397	4,616
777 G Avenue		11,409	11,473	11,697	10,756	10,886	11,223
1022 Park Place		0	0	0	0	0	
1013 Adella Avenue			2,225	2,264	1,190	1,332	1,888
744 B Avenue			9,216	9,391	8,943	8,753	9,106
1010 Olive Avenue			20,271	20,666	20,717	20,956	21,593
1111 Flora Avenue			4,020	4,086	3,397	3,493	3,904
541 Ocean Boulevard			3,459	35,456	35,154	35,271	35,205
909 J Avenue			5,829	5,936	6,032	6,098	6,277
471 G Avenue			4,955	5,051	4,452	4,519	4,677
566 B Avenue				10,839	10,510	10,615	10,912
1112 Churchill Place				11,921	11,373	11,526	17,327

	Yr. 1 - Yr. 5	Yr. 6 - Yr. 10	Yr. 11	Yr.12	Yr.13	Yr.14	Yr. 15
Cal. Yr Approved	**2000-2004**	**2005-2009**	**2010**	**2011**	**2012**	**2013**	**2014**
Fiscal Year Impact	**2001-2005**	**2006-2010**	**2011**	**2012**	**2013**	**2014**	**2015**
465 Palm Avenue				5,996	5,864	6,031	6,342
623 A Avenue				9,537	9,890	10,003	10,315
940 Glorietta Boulevard				4,360	3,612	3,749	4,000
740 J Avenue				3,171	3,051	3,137	3,305
329 G Avenue				4,748	4,740	4,801	4,954
975 B Avenue					13,951	14,357	15,168
561 C Avenue					9,932	10,053	10,389
848 D Avenue					52,228	53,277	55,456
450 A Avenue					6,441	6,387	6,599
928 H Avenue					2,592	2,179	2,350
1021 Adella Avenue					2,583	2,867	3,062
803 Adella Avenue					17,001	19,521	20,147
1205 E Avenue						2,874	3,043
160 G Avenue						12,586	12,930
465 G Avenue						4,627	4,809
731 C Avenue						3,594	3,760
300 First Street						11,104	11,459
1000 Glorietta Boulevard						0	0
1427 Fifth Street						1,864	1,944
1807 Monterey							17,752
941 J Avenue							16,462
1306 Sixth Street							1,537
723 A Avenue							8,101
754 B Avenue							622
760 B Avenue							5,757
200 H Avenue							8,862
Annual Total	**281,167**	**1,054,351**	**374,675**	**476,604**	**566,488**	**611,985**	**698,412**
Fiscal Cap	130,000	365,000	115,000	130,000	145,000	160,000	175,000
Cumulative Total	**555,020**	**4,109,782**	**1,710,193**	**2,186,797**	**2,753,285**	**3,365,270**	**4,063,682**

815 Alameda Boulevard

721-727 D Avenue

631 A Avenue

1015 Alameda Boulevard

576 E Avenue

824 Adella Avenue

301 Alameda Boulevard

416 Ninth Street

826 Tolita Avenue

708 A Avenue

1126 Loma Avenue

1127 F Avenue

516 I Avenue

720 J Avenue

1202 Glorietta Boulevard

738 B Avenue

1212 Sixth Street

200 Palm Avenue

1003 Alameda Boulevard

819 First Street

1045 Loma Avenue

1000 Adella Avenue

940 Country Club Lane

555 Alameda Boulevard

825 Olive Avenue

1027 F Avenue

320 Seventh Street

535 Ocean Boulevard

1010 Glorietta Boulevard

545 Palm Avenue/544 D Avenue

1004 Tenth Street

RECORDING REQUESTED)
City of Coronado)
Community Development Department)
)
For the Benefit of City of Coronado)
No Recording Fee Gov. Code 27383)
)
AFTER RECORDING RETURN TO:)
Office of the City Clerk)
City of Coronado)
1825 Strand Way)
Coronado, CA 92118)

Space Above for Recorder's Use Only

HISTORIC RESOURCE PRESERVATION (MILLS ACT) AGREEMENT

THIS HISTORIC RESOURCE PRESERVATION AGREEMENT is made and entered into by and between the City of Coronado, a municipal corporation (hereinafter referred to as the "City"), and Joan F. Adessa, Trustee of the Joan F. Adessa Revocable Trust, dated April 2, 2004, (hereinafter collectively referred to as the "Owner").

Recitals

1. WHEREAS, California Government Code Section 50280, *et seq*. ("Mills Act") authorizes cities to enter into contracts with the owners of qualified historical property to provide for the use, maintenance and restoration of such historical property so as to retain its characteristics as a property of historical significance.

2. WHEREAS, the Historic Resource Preservation Agreement procedures are set forth in Chapter 84.20 of the Coronado Municipal Code.

3. WHEREAS, on December 20, 2011, the City Council of the City of Coronado adopted Resolution 8524 that limits the City in incurring a maximum property tax revenue decrease of $15,000 every year in association with new Historic Resource Preservation Agreements, unless otherwise changed or waived by the City Council.

4. WHEREAS, Resolution 8524 limits the maximum property tax savings realized by a property owner in association with a Historic Resource Preservation Agreement to 50% of the regular property taxes. The restricted value of the Historic Property is the value of the property for which the property owner cannot receive a tax savings pursuant to a Historic Resource Preservation Agreement.

5. WHEREAS, Owner possesses fee title in and to that certain real property, together with associated structures and improvements thereon, bearing Assessor's Parcel Number 537-211-02-00, located at the street address of 815 Alameda Boulevard, Coronado, California (hereinafter such property shall be referred to as the "Historic Property"). A legal description of the Historic Property is attached hereto, marked as Exhibit "A" and is incorporated herein by this reference.

6. WHEREAS, On March 7, 2012, the City of Coronado Historic Resource Commission adopted Resolution Number HR 7-12 thereby declaring and designating the single family residence on the Historic Property as a Historic Resource pursuant to the terms and provisions of, and as defined in, Chapter 84.10 of the City of Coronado Municipal Code.

7. WHEREAS, both the City and Owner, for their mutual benefit, now desire to enter into this agreement both to protect and preserve the characteristics of historical significance of the Historic Property and to qualify the Historic Property for an assessment of valuation pursuant to the provisions of Article 1.9 of Chapter 3, of Part 2, of Division 1 of the California Revenue and Taxation Code.

Agreement

NOW, THEREFORE, both the City and Owner, in consideration of the mutual covenants and conditions set forth herein and the substantial public benefits derived therefrom, do hereby agree as follows:

1. Applicability of Government Code and Revenue and Taxation Code. This Agreement is made pursuant to Article 12 (commencing with Section 50280) of Chapter 1 of part 1 of Division 1 of Title 5 of the California Government Code and Article 1.9 (commencing with Section 439) of Chapter 3 of part 2 of Division 1 of the California Revenue and Taxation Code and is subject to all of the provisions of these statutes.

2. Compliance with Historic Preservation and Zoning Laws. Owner shall comply with any applicable federal, state or local historic preservation and zoning laws, including but not limited to Chapters 84.10 and 84.20 of the Coronado Municipal Code regulating Historic Resources and Title 86 of the Coronado Municipal Code pertaining to zoning regulations.

3. Preservation of Property. The Owner agrees to preserve and maintain the designated Historic Resource on the Historic Property, and when necessary, to restore and rehabilitate the Historic Resource to conform to the rules and regulations published by the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. In particular, the Owner agrees to make all of the improvements identified in Attachment "B" during the initial term of this Agreement. The Owner shall obtain a Historic Resource Alteration permit from the Historic Resource Commission prior to obtaining a building permit for any addition to, or alteration to the exterior of the Historic Resource.

4. Inspections. The Owner agrees to permit the periodic examination of the Historic Property by the City, the County Assessor, the Department of Parks and Recreation, and the State Board of Equalization as may be necessary to determine the Owner's compliance with this Agreement including an inspection upon execution of this Agreement and every five years thereafter pursuant to Government Code Sections 50281(b)(2) and 50282(a).

5. Visibility of Property. The Owner agrees to allow for the visibility of the Historic Resource on the Historic Property from the public right-of-way(s).

6. Annual Income to be Capitalized. In order to accomplish the purpose set forth in City Council Resolution 8524 and as provided in Section 439.2(a) of the Revenue and Taxation Code, the income to be capitalized when valuing a restricted historical property is the Historic Property's fair rent less allowed expenditures, or allowed expenses. Both the City and Owner agree to stipulate a minimum annual income to be capitalized, in which the income to be capitalized may not be less than the stipulated amount. Both the City and the Owner agree that the minimum annual income to be capitalized for the Historic Property is $108,000 if the Historic Property is the property owner's primary residence, and $132,000 if the Historic Property is not the property owner's primary residence. Additionally, both the City and the Owner agree that, each year, the minimum annual income to be capitalized shall be calculated such that the restricted value of the Historic Property shall be equal to or greater than half of the Factored Base Year Value.

7. Exclusion from Agreement. Any new addition or structure completed on the property, shall be considered "unrestricted" for the purposes of determining the Mills Act restricted value, resulting in a mixed valuation.

8. Term of Agreement. This Agreement shall be effective and shall commence on the date this Agreement is approved by the City Council and shall remain in effect for a term of ten (10) years thereafter.

9. Automatic Renewal. Each year on the anniversary of the effective date of this Agreement (hereinafter referred to as the "renewal date"), a year shall automatically be added to the initial term of this Agreement unless notice of non-renewal is mailed as provided herein.

10. Notice of Nonrenewal. If either Owner or City desires in any year not to renew the Agreement, that party shall serve written notice of non-renewal on the other party. If the Owner elects to serve a notice of nonrenewal, the notice must be served on the City at least ninety (90) days prior to the renewal date, otherwise one (1) additional year shall automatically be added to the term of this Agreement. Conversely, if the City elects to serve a notice of nonrenewal, the notice must be served on the Owner at least sixty (60) days prior to the renewal date, otherwise one (1) additional year shall automatically be added to the term of this Agreement. Upon receipt by the Owner of a notice of nonrenewal from the City, the Owner may make a written protest of the nonrenewal. The City may, at any time prior to the renewal date, withdraw its notice of nonrenewal.

11. Effect of Notice of Nonrenewal. If, in any year, either party serves a notice of nonrenewal as provided in Paragraph 8 above, this Agreement shall remain in effect for: (1) the balance of the period remaining under the initial term of this Agreement; or (2) the balance of the period remaining since the last automatic renewal, whichever the case may be.

12. Cancellation. The City may cancel this Agreement if the City determines the Owner has breached any of the conditions of this Agreement or have allowed the Historic Resource to deteriorate to the point that it no longer meets the standards for a qualified historic property. The City may also cancel this Agreement if it determines that the Owner has failed to restore or rehabilitate the Historic Resource in the manner specified in this Agreement. In the event of

cancellation, Owner shall pay a cancellation fee as set forth in the California Government Code Section 50286 (fees are currently equal. to 12.5% of the current fair market value of the property).

13. Notice of Cancellation. Notwithstanding the above, this Agreement cannot be canceled until after the City has given notice and has held a public hearing as required by California Government Code Section 50285. Notice of the hearing shall be mailed to the last known address of each owner of properties within the same historic zone as the Historic Property and shall be published in accordance with California Government Code Section 6061.

14. Enforcement of Agreement. In lieu of and/or in addition to any provisions to cancel the Agreement as referenced herein, City may specifically enforce, or enjoin the breach of, the terms of this Agreement. In the event of the default under the provisions of this Agreement by Owner, City shall give written notice to Owner by registered or certified mail addressed to the address stated in this Agreement, and if such a violation is not corrected to the reasonable satisfaction of the City within thirty (30) days thereafter, or if not corrected within such a reasonable time as may be required to cure the breach or default if said breach or default cannot be cured within (30) days provided that acts to cure the breach or default may be commenced within thirty (30) days and must thereafter be diligently pursued to completion by Owner, then City may, without further noticed, declare a default under the terms of this Agreement and may bring any action necessary to specifically enforce the obligations of Owner growing out of the terms of this Agreement, apply to any court, state or federal for injunctive relief against any violation by Owner or apply for such other relief as may be appropriate.

City does not waive any claim of default by Owner if City does not enforce or cancel this Agreement. All other remedies at law or in equity which are not otherwise provided for in this Agreement or in City's regulations governing historic properties are available to the City to pursue in the event that there is a breach of this Agreement. No waiver by City of any breach or default under this Agreement shall be deemed to be a waiver of any other subsequent breach thereof or default herein under.

15. Binding Effect of Agreement. The Owner hereby subjects the Historic Property described in Exhibit "A" hereto to the covenants, conditions and restrictions set forth in this Agreement. City and Owner hereby declare their specific intent that the covenants, conditions and restrictions set forth herein shall be deemed covenants running with the land and shall pass to and be binding upon the Owner's successors and assigns in title or interest to the Historic Property. Each and every contract, deed or other instrument herein executed, covering on conveying the Historic Property, or any portion thereof, shall conclusively be held to have been executed, delivered and accepted subject to the covenants, conditions and restrictions expressed in this Agreement regardless of whether such covenants, conditions and restrictions are set forth in such contract, deed or other instrument.

16. City and Owner hereby declare their understanding and intent that the burden of covenants, conditions and restrictions set forth herein touch and concern the land in that Owner's legal interest in the Historic Property is rendered less valuable thereby. City and Owner hereby further declare their understanding and intent that the benefit of such covenants, conditions and restrictions touch and concern the land by enhancing and maintaining the historic characteristics and significance of the Historic Property for the benefit of the public and Owner.

17. Notice. Any notice required to be given by the terms of this Agreement shall be provided at the address of the respective parties as specified below or at any other address as may be later specified by the parties hereto.

To City: City Clerk
1825 Strand Way
Coronado CA 92118

To Owner: Joan Adessa
815 Alameda Boulevard
Coronado CA 92118

18. General Provisions.

a. None of the terms, provisions or conditions of this Agreement shall be deemed to create a partnership between the parties hereto and any of their heirs, successors or assigns, nor shall such terms, provisions or conditions cause them to be considered joint ventures or members of any joint enterprise.

b. Owner agrees to and shall hold City and its elected officials, officers, agents and employees harmless from liability for damage or claims for damage for personal injuries, including death, and claims for property damage which may arise from the direct or indirect use or operations of Owner or those of its contractor, subcontractor, agent, employee or other person acting on his behalf which relate to the use, operation and maintenance of the Historic Property. Owner hereby agrees to and shall defend the City and its elected and appointed officials, officers, agents and employees with respect to any and all actions for damages cause by, or alleged to have been caused by, reason of Owner's activities in connection with the Historic Property. This hold harmless provision applies to all damages and claims for damages suffered, or alleged to have been suffered, by reason of the operations referred to in this Agreement regardless of whether or not the City prepared, supplied or approved the plans, specifications or other documents for the Historic Property.

c. All of the agreements, rights, covenants, conditions and restrictions contained in this Agreement shall be binding upon and shall inure to the benefit of the parties herein, their heirs, successors, legal representatives, assigns and all persons acquiring any part or portion of the Historic Property, whether by operation of law or in any manner whatsoever.

d. In the event legal proceedings are brought by any party or parties to enforce or restrain a violation of any of the covenants, conditions or restrictions contained herein, or to determine the rights and duties of any party hereunder, the prevailing party in such proceeding may recover all reasonable attorney's fees to be fixed by the court, in addition to court costs and other relief ordered by the court.

e. In the event that any of the provisions of this Agreement are held to be unenforceable or invalid by any court of competent jurisdiction, or by subsequent preemptive

legislation, the validity and enforceability of the remaining provisions, or portions thereof, shall not be effected thereby.

f. This Agreement shall be construed and governed in accordance with the laws of the State of California.

19. Recordation. No later than twenty (20) days after the parties execute and enter into this Agreement, City shall cause this Agreement to be recorded in the office of the County Recorder of the County of San Diego.

20. Amendments. This Agreement may be amended, in whole or in part, only by a written recorded instrument executed by the parties hereto.

IN WITNESS WHEREOF, City and Owners have executed this Agreement as of the date set forth below.

CITY OF CORONADO, a, Municipal Corporation

Dated: _____ By: _____
Casey Tanaka, Mayor

ATTEST:

_____ _____
Mary L. Clifford, City Clerk Date

OWNER

Dated: _____ By:_____
Joan F. Adessa, Trustee
Joan F. Adessa Revocable Trust dated
April 2, 2004

(Notarization "General Acknowledgment" statement of Owner signature is required to be attached.)

EXHIBIT A

LEGAL DESCRIPTION

Lots 23 through 25 in Block 56 of Coronado Beach, South Island, in the City of Coronado, County of San Diego, State of California, according to Map thereof No. 376 filed in the office of the County Recorder of San Diego County November 12, 1886.

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EXHIBIT B

LIST OF IMPROVEMENTS

The following improvements are identified to be completed during the first ten years of the Agreement.

1. General maintenance and upkeep
2. Restore Maid's Room above garage
    a. Structural repairs to stairs
    b. Replace garage door per original plans
    c. Stucco
    d. Paint
3. Exterior Front Elevation
    a. Restore/repair/replace brick planter boxes
    b. Paint wood trim
    c. Restore/repair garden gate
    d. Paint concrete path
    e. Reconstruct French door, balcony, and wrought iron planters according to historic photographs.
4. Exterior Rear Elevation
    a. Paint wood trim
    b. Restore/repair/replace three garden gates
    c. Paint concrete walkways
    d. Repair pergola

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RESOLUTION NO. 8524

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING A POLICY CHANGE TO THE MILLS ACT PROGRAM LIMITING THE PROPERTY TAX SAVINGS IN ASSOCIATION WITH A HISTORIC RESOURCE PRESERVATION (MILLS ACT) AGREEMENT

WHEREAS, the City of Coronado's General Plan contains a Historic Preservation Element, which promotes community awareness and preservation of the City's Historic Resources; and

WHEREAS, the Historic Preservation Element and the Coronado Municipal Code outline the various benefits that are offered to encourage property owners to designate their properties as Historic Resources; and

WHEREAS, sections 50280 et seq. of the Government Code and Sections 439.2 et seq. of the Revenue and Taxation Code provide authority for a City to enter into a Mills Act Agreement with a property owner(s) of a locally designated Historic Resource to provide a property tax reduction in exchange for the preservation, restoration, and maintenance of said locally designated Historic Resource; and

WHEREAS, of particular concern to the City is the loss of the historical residential resources within the City because of the community created by said resources, and a desire by the City Council to encourage the retention of said resources through various financial incentives and flexibility of zoning regulations; and

WHEREAS, the City Council finds that entitling property owners of residential properties identified on the City's Historic Resource Inventory eligible to apply for a Historic Resource Preservation (Mills Act) Agreement will encourage property owners to pursue the designation of their property as a Historic Resource; and

WHEREAS, on September 19, 2000, the City Council adopted Resolution No. 7336, authorizing the City to implement the Mills Act Program as one of the benefits available to property owners of Historic Resources; and

WHEREAS, the City Council finds that authorizing Historic Resource Preservation (Mills Act) Agreements results in a decrease in property tax revenue received by the City and Community Development Agency and, therefore, desires to limit the forgone revenue associated with entering into Historic Resource Preservation (Mills Act) Agreements; and

WHEREAS, the City Council has implemented a fiscal cap to the Mills Act Program, limiting the amount of forgone revenue for new Historic Resource Preservation (Mills Act) Agreements to $15,000 per year, unless otherwise changed or waived by the City Council; and

WHEREAS, the Guidelines for Assessment of Restricted Historical Property (Guidelines) issued by the State Board of Equalization specifically allow the parties to a historical property agreement to stipulate a minimum annual income to be capitalized through a negotiated rental value; and

WHEREAS, after weighing the fiscal impacts on the City and Community Development Agency fiscal resources with the benefits and goals of the City's Historic Preservation Program, the City Council has determined that the amount of property tax savings realized by an owner of a Historic Resource with a Historic Resource Preservation (Mills Act) Agreement shall be limited to 50% through a negotiated rental value, which provides the opportunity for the City to reduce the forgone tax revenues to the City and still provides a meaningful tax reduction to the property owner.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CORONADO to implement a policy change to the Mills Act Program as part of the City's Historic Preservation Program in accordance with the following:

1. Eligible Properties

   A. An owner(s) of a Historic Resource located in a Residential Zone is eligible to apply for a Historic Resource Preservation (Mills Act) Agreement with the City of Coronado.

   B. A request for approval for a Historic Resource Preservation (Mills Act) Agreement may be initiated by the filing of an application by the owner(s) or his/her(their) authorized agent(s) of a Historic Resource located in a Residential Zone on forms prescribed by the Community Development Department.

2. Program Implementation

   A. The Historic Resource Preservation (Mills Act) Agreements shall be administered as set forth in Sections 50282 et seq. of the Government Code, Sections 439.2 et seq. of the Revenue and Taxation Code, and the State Board of Equalization Guidelines for Assessment of Restricted Historical Property.

   B. The Historic Resource Preservation (Mills Act) Agreement procedures are set forth in Chapter 84.20 of the Municipal Code.

   C. The City and Community Development Agency will incur a maximum property tax revenue decrease of $15,000 every year in association with new Historic Resource Preservation (Mills Act) Agreements, unless otherwise changed or waived by the City Council.

   D. The maximum property tax savings realized by a property owner in association with a Historic Resource Preservation (Mills Act) Agreement shall be limited to 50% of the regular property taxes.

E. Should extraordinary circumstances arise, such as an extremely unique, valuable, and important resource is in jeopardy of demolition; in those rare cases, the City Council may waive the fiscal cap due to the significance of the resource and the overwhelming community impact and loss that would occur if the resource were demolished.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Coronado does hereby authorize this policy change to the Mills Act Program as part of the City's Historic Preservation Program.

PASSED AND ADOPTED by the City Council of the City of Coronado, California, this 20th day of December 2011, by the following vote, to wit:

AYE:	**DOWNEY, OVROM, WOIWODE, TANAKA**
NAY:	**DENNY**
ABSTAIN:	**NONE**
ABSENT:	**NONE**

Casey Tanaka, Mayor
City of Coronado

Attest:

Linda K. Hascup, CMC
City Clerk

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CITY OF CORONADO
COMMUNITY DEVELOPMENT

1825 STRAND WAY
CORONADO, CALIFORNIA 92118
WWW.CORONADO.CA.US

CITY HALL
PHONE: (619) 522-7326
FAX: (619) 435-6009

LEGAL NOTICE
(September 23, 2015)

NOTICE OF
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Public Hearing will be held by the City Council of the City of Coronado in the City Council Chambers, City Hall, 1825 Strand Way, Coronado, California, on Tuesday, October 6, 2015, at 4 p.m., or as soon thereafter as possible to consider the following items:

HP 2015-01 City of Coronado: Consideration of application for a Historic Preservation (Mills Act) Agreement for the property addressed as 815 Alameda Boulevard (HRPA 2012-10 Joan Adessa)

At said hearing, any interested person may present testimony orally or in writing. Under California Government Code 65009, if you challenge the nature of the proposed action(s) in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or written correspondence delivered to the City at, or prior to, the public hearing.

Please refer to the official posted agenda on the City's website (www.coronado.ca.us) on the Friday afternoon prior to the meeting for the staff report for this item and/or changes to the agenda.

For further information, contact Tricia Olsen, Associate Planner at the City of Coronado Community Development Department, 1825 Strand Way, Coronado, California, or call (619) 522-7329.

CORONADO CITY COUNCIL
BY: Mary Clifford, City Clerk

Mailed 9/22/15 AK

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COUNCIL REPORTS ON INTER-AGENCY COMMITTEE AND BOARD ASSIGNMENTS

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Bill Sandke – Report on "Other Agency" meetings 7/21- 9/14

7/22 Special Olympics Welcome event at The Del

7/23 Debrief with July 4th Parachute Team

Chamber "Celebrate Coronado" event

7/24 SANDAG Borders Committee

7/26 Firefighters Spaghetti Dinner

7/27 to Aug 12th Vacation

8/28 Coronado Cays Homeowners Annual Meeting

9/1 MainStreet Board

I.B. – Rosarito Friendship Agreement Signing

9/3 Metro Wastewater Board meeting

9/8 Port Commission Meeting – Dock C and Boat Ramp Project Approval

9/9 Mexican Consulate concert and reception for Mexico's 205th Independence Anniversary

9/11 SANDAG Board - policy meeting

Sue MacNary/ CAC Art event t Winn Room

9/12 Main Street Garden Party

9/14 League of CA cities monthly meeting

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ITEM 11b - TIME CERTAIN: 5 p.m.

RECEIVE REPORT ON THE POTENTIAL RANGE OF IMPROVEMENTS TO STATE ROUTE 75/282 (THIRD AND FOURTH STREETS) AND PROVIDE DIRECTION TO STAFF

ISSUE: Receive the report on the potential range of improvements to State Route 75/282 (Third and Fourth Streets) prepared by Fehr and Peers and consider directing staff to commence further evaluation of any of the improvements recommended in the Study. These proposed improvements are summarized in the "Summary of Recommended Improvements" attached to this report.

CORONADO TRANSPORTATION COMMISSION (CTC) RECOMMENDATION: The CTC voted 7-0 in favor to take any actions necessary to proceed with preliminary engineering, including analysis to identify solutions that will limit diversion of traffic to existing levels from the major/minor arterials onto collector/local streets, for projects contained in Group Priority 1 and Group Priority 2 as contained in their Working Group report (see below and attached) with Commissioner Tato recused on Group 1, Item G.

STAFF RECOMMENDATION: Receive the report and provide direction to staff on whether to commence further evaluation of any or all of the improvements recommended in the Fehr and Peers Study.

FISCAL IMPACT: There is no fiscal impact to accept the study and provide direction to staff. Should the Council elect to further evaluate an improvement, there will be costs associated with the preliminary engineering and Initial Study to start the environmental review process (estimated at $130,000). These costs will vary significantly depending on what is to be included in the project. The staff-recommended improvements (see Analysis section below) are estimated to cost $1.8 million to fully engineer and construct.

CITY COUNCIL AUTHORITY: Review and direction related to a study is a policy matter and an advisory action reflective of the Council's legislative role. Therefore a person that would challenge such a legislative action must prove that the decision was "arbitrary, capricious, entirely lacking in evidentiary support, or unlawfully or procedurally unfair" per the California court decision of *Fullerton Joint Union High School District v. State Bd. of Education* [(1982) 32 Cal. 3d 779, 786]. Under the California Environmental Quality Act, the Council's role is somewhat limited since the project is exempt from the Initial Study process as an "information collection" activity.

CEQA: Should the Council elect to initiate a project based on the recommendations of the study, the project will be subject to an Initial Study to determine if the project may have a significant effect on the environment and to help determine the level of environmental document required under the California Environmental Quality Act.

PUBLIC NOTICE: Extensive public outreach, community workshops/meetings, and Commission meetings have been held in the development and outreach for this Study. As part of that process, interested parties have been encouraged to sign up for notices, resulting in an email notification list with 430 contacts. All the persons on this list were notified of this meeting via email.

BACKGROUND: The City Council created the Coronado Transportation Commission, a seven-member volunteer board in 2011. The duties of the Commission include, but are not limited to: explore potential short-term and long-term methods to reduce the impact of traffic congestion; investigate methods to calm and slow traffic; maximize the efficiency and safety of the current circulation system for all participants including cyclists, pedestrians, and public transportation; identify quantifiable measures to assess effectiveness of new programs; conduct hearings and such other things as necessary to address traffic congestion in the City; and forward suggestions to the Council for its review and potential implementation.

SR 75/282 (Third and Fourth Streets and Alameda between NASNI and the Bridge) became a state highway as a result of the completion of the San Diego-Coronado Bridge in 1969. As a state highway, SR 75/282 is the responsibility of Caltrans which owns and operates the roadway. Given Caltrans' limited resources and many competing priorities, the City has in the past initiated projects that would normally be the sole responsibility of Caltrans. In 2014, understanding the speeding, safety, and congestion concerns along the Third and Fourth Streets Corridor, the CTC requested that the Council appropriate $50,000 for a conceptual study of possible improvements. The main goals of the study were to find solutions that: (1) reduce vehicle speeds to 25 mph; (2) improve access, mobility, and safety along the corridor; and (3) reduce congestion. The Public Services & Engineering Department issued a Request for Proposals to solicit qualified professional traffic engineering firms to provide proposals to perform the study. Fehr and Peers was selected and was awarded a professional services contract. Fehr and Peers conducted two public workshops and two online surveys to gauge the community's concerns regarding corridor traffic and reactions to potential solutions. Three alternative conceptual plans were developed with: (1) a traffic signal focus; (2) a traffic calming focus; and (3) a pedestrian/active transportation focus. After analyzing each of the alternatives, gauging their effectiveness in dealing with auto performance, pedestrian and bicycle access and circulation, safety enhancement, and quality of life measures, Fehr and Peers developed a recommendation consisting of several individual elements to be considered for advancement – from the conceptual plan to preliminary engineering. Click here to view Third & Fourth Streets Study. Click here to view Third & Fourth Streets Study Appendices. The preliminary engineering phase would start to look at design criteria such as warrants, drainage, alignments, etc. Plans must be taken to at least a preliminary engineering level before Caltrans will consider a formal review. Consultant Dawn Wilson, PE, TE, will be making a presentation on her findings and recommendations.

ANALYSIS: The Final Fehr and Peers report recommends a conceptual corridor system that would provide a comprehensive approach to calming traffic, improving mobility, and enhancing safety. Although the study looked at the corridor and the conceptual improvements as a system, each element can be looked at individually. The geographical areas identified in the Final Study are as follows:

Chapter 7 – Alameda Boulevard to I Avenue
Chapter 8 – I Avenue to E Avenue
Chapter 9 – E Avenue to B Avenue
Chapter 10 – B Avenue to Glorietta Boulevard
Chapter 11 – Near Glorietta Boulevard

As stated in the Recommendation section of the report, both staff and the CTC have reviewed and evaluated the conceptual improvements recommended in the Fehr and Peers Study.

Staff Evaluation of Conceptual Improvements Recommended in the Fehr and Peers Study: Staff recognizes that Fehr and Peers is a renowned traffic engineering firm that has developed a system of improvements that, if implemented, would achieve the objectives defined for the Study. While this may be the ultimate goal, it is recommended to prioritize the components by focusing on the elements that help improve the most critical intersections and areas. Therefore, it is recommended to initiate a project with the following elements to be further analyzed by performing preliminary engineering and an Initial (environmental) Study. The geographic zone of each of the improvements is identified by the chapter where it is discussed in the Study (see above for defined areas); the improvements are identified by letter (see Summary of Recommended Improvements).

<u>Recommended for Further Review</u>

A. Traffic signal at Fourth Street and Alameda Boulevard (Chapter 7)
G. Traffic signals on Third and Fourth Streets at F Avenue (Chapter 8)
J. Traffic signals on Third and Fourth Streets at B Avenue (Chapter 10)
K. Modification to the intersection of Pomona Avenue and Third Street (Chapter 10)
P. Traffic signal at Fourth Street and Glorietta Boulevard with cul-de-sac of Glorietta Boulevard south of Fourth Street (Chapter 11)

Should the Council elect to move forward with any of the improvements, it should (1) clearly identify the components of a project; (2) direct staff to initiate the environmental review; and (3) begin preliminary engineering of the selected items.

Transportation Commission Recommendation: The Transportation Commission has prepared its own report, which is attached to this staff report. The CTC recommends proceeding with preliminary engineering on their Priority One and Priority Two proposed improvements and deferring action on improvements prioritized as Three and Four (see attached CTC minutes from the June, 11, 2015 meeting) in the following manner:

CTC MOTION (APPROVED 7-0 IN FAVOR)

1. Adopt the report of the Mobility and Traffic Calming Working Group; and
2. Forward this report to the City Council; and
3. Recommend to the City Council that it take any actions necessary to direct City staff to proceed with preliminary engineering for the projects contained in Group 1 and Group 2 contained in the Working Group report, including:
   a. Procure required outside consulting engineering services, specifically including analyses to identify solutions that will limit diversion of traffic to existing levels from the major/minor arterials on to collector/local streets;
   b. Maintain ongoing and close liaison by City staff with Caltrans to ensure coordination, feedback, and other actions necessary to obtain permits and other agreements that would be required to effectuate the improvements;
   c. Establish a formal and ongoing public involvement process (with TAF and other interested community groups) to ensure that those most affected by the improvements receive timely updates and have opportunities to provide input and feedback;
   d. Prepare a timeline showing a project schedule with critical path activities and due dates, with the staff providing monthly updates to the CTC and City Council;
   e. Direct that the CTC continue to monitor developments in the Third and Fourth Streets corridor as well as the progress of the implementation of the Groups 1 and 2 improvements; report its findings to staff and the City Council on a regular basis; and continue to assess the merits of the Group 3 and Group 4 improvements with the possibility of recommending selected implementation actions to the City Council in the future.

CTC PRIORITY ONE

A. Traffic signal at Fourth Street and Alameda Boulevard (Chapter 7)
G. Traffic signals on Third and Fourth Streets at F Avenue (Chapter 8)
J. Traffic signals on Third and Fourth Streets at B Avenue (Chapter 10)
K. Modification to the intersection of Pomona Avenue and Third Street (Chapter 10)

CTC PRIORITY TWO

B. Raised crosswalk with Rapid Flashing Beacon at H and I Avenues at Fourth Street (Chapter 8)
D. Raised crosswalk with Rapid Flashing Beacon at I Avenue and Third Street (Chapter 8)
H. Speed table on Third Street west of D Avenue (Chapter 9)
M. Curb extensions (bulb-outs) on Fourth Street at A and C Avenues (Chapters 9 and 10)
O. Speed tables on Fourth Street east of A Avenue and west of Glorietta Boulevard; and on Pomona Avenue west of A Avenue (Chapter 10)

CTC PRIORITY THREE *(defer)*

C. Modification (cul-de-sac) to intersection of Palm Avenue and Third Street (Chapter 8)
E. Modification (cul-de-sac) to intersection of Palm Avenue and Fourth Street (Chapter 8)

F. Traffic signal at H Avenue and Third Street (Chapter 8)
I. "Keep Clear" pavement markings at Third Street and C Avenue; and at Fourth Street and D Avenue (Chapter 9)
L. Partial closure of A Avenue and Pomona Avenue to prohibit left turns onto A Avenue (Chapter 10)
N. Modification to the intersection of Pomona Avenue and Glorietta Place (Chapter 10)
R. Modification to intersection of Pomona Avenue at Fourth Street (Chapter 10)

CTC PRIORITY FOUR *(defer)*

O. Traffic signal at Fourth Street and Glorietta Boulevard with cul-de-sac of Glorietta Boulevard south of Fourth Street (Chapter 11)
P. Traffic circle (mini-roundabout) at Third Street and Glorietta Boulevard (Chapter 11)

Hard copies of the Third & Fourth Streets Study have been distributed to the City Council under separate cover. Hard copies are available for review at the Library and in the City Clerk's office.

Submitted by Public Services & Engineering/Walton

Attachments:
1. Summary of Recommended Improvements
2. Map of Recommended Improvements
3. CTC's Report to the City Council regarding the Third and Fourth Streets Study dated June 11, 2015
4. CTC Responses to Frequently Asked Questions related to Third and Fourth Streets Corridor
5. Minutes of June 11, 2015 CTC Meeting
6. Report to the CTC regarding the Third and Fourth Streets Traffic Study

N:\All Departments\Staff Reports - Drafts\2015 Meetings\10-06 Meeting - SR Due Sept. 24\Third & Fourth Streets Traffic Calming Study\FINAL Third & Fourth Streets Staff Report.doc

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	NA	JNC	MLC	NA	EW	NA	NA	NA	CMM	NA

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THIRD AND FOURTH STREETS STUDY
SUMMARY OF RECOMMENDED IMPROVEMENTS
CITY COUNCIL MEETING – OCTOBER 6, 2015

The following is a list of the conceptual improvements recommended in the Fehr and Peers Third and Fourth Streets Study:

A. Traffic signal at Fourth Street and Alameda Boulevard
B. Raised crosswalk with Rapid Flashing Beacon at H and I Avenues at Fourth Street
C. Modification to intersection of Palm Avenue and Third Street (cul-de-sac)
D. Raised crosswalk with Rapid Flashing Beacon at I Avenue and Third Street
E. Modification to intersection of Palm Avenue and Fourth Street (cul-de-sac)
F. Traffic signal at H Avenue and Third Street
G. Traffic signals at Third and Fourth Streets at F Avenue
H. Speed table on Third Street west of D Avenue
I. "Keep Clear" pavement markings at Third Street and C Avenue; and Fourth Street and D Avenue
J. Traffic signals on Third and Fourth Streets at B Avenue
K. Modification to the intersection of Pomona Avenue and Third Street
L. Partial closure of A Avenue and Pomona Avenue to prohibit left turns onto A Avenue
M. Curb extensions (bulb-outs) on Fourth Street at A and C Avenues
N. Modification to the intersection of Pomona Avenue and Glorietta Place
O. Speed Tables Fourth Street east of A Avenue and west of Glorietta Boulevard; and on Pomona Avenue west of A Avenue
P. Traffic signal at Fourth Street and Glorietta Boulevard with cul-de-sac of Glorietta Boulevard south of Fourth Street
Q. Traffic circle (mini-roundabout) at Third Street and Glorietta Boulevard
R. Modification to intersection of Pomona Avenue at Fourth Street

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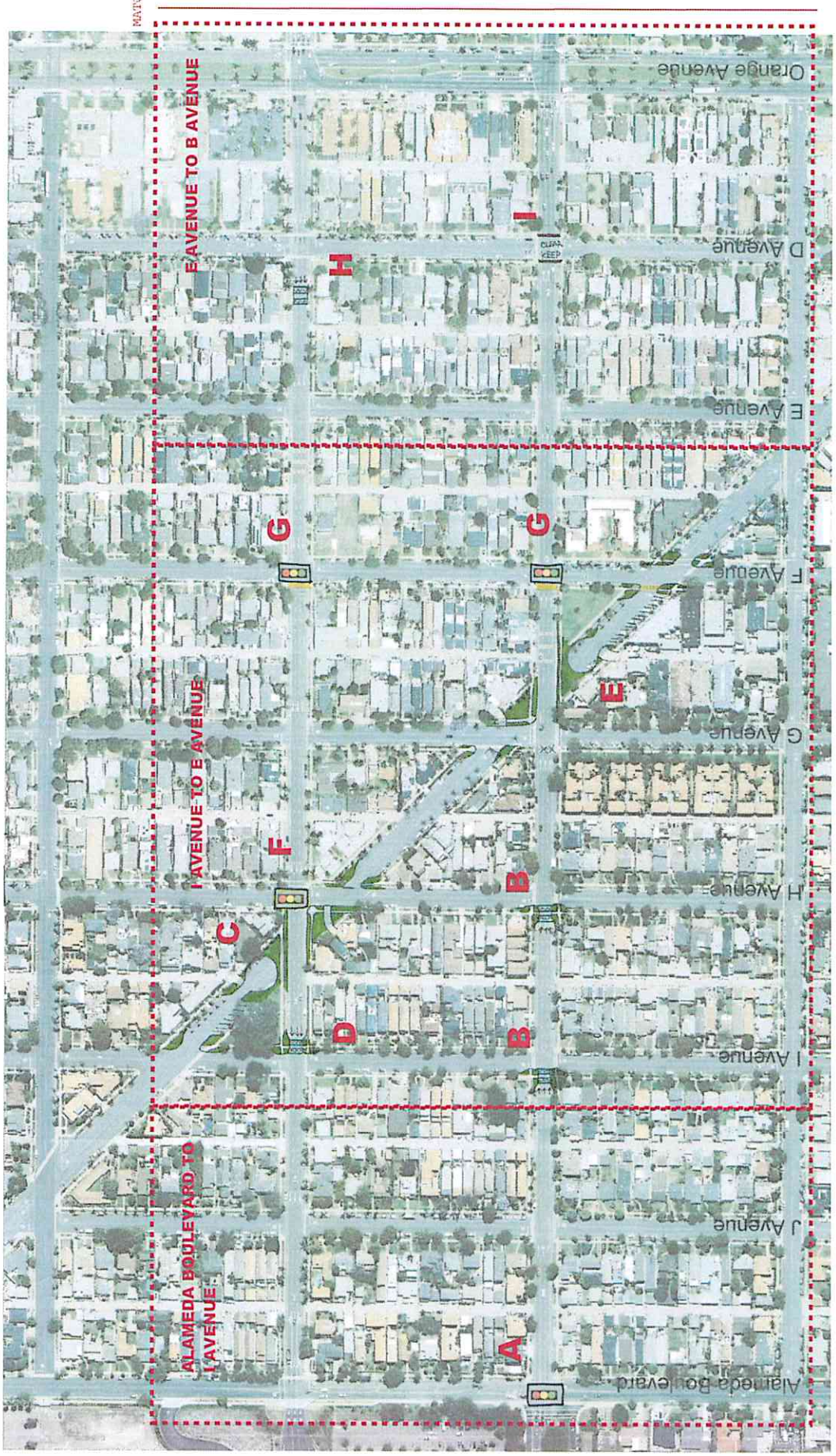

Figure 7-2 **Recommended Concept Plan (Sheet 1 of 2)**

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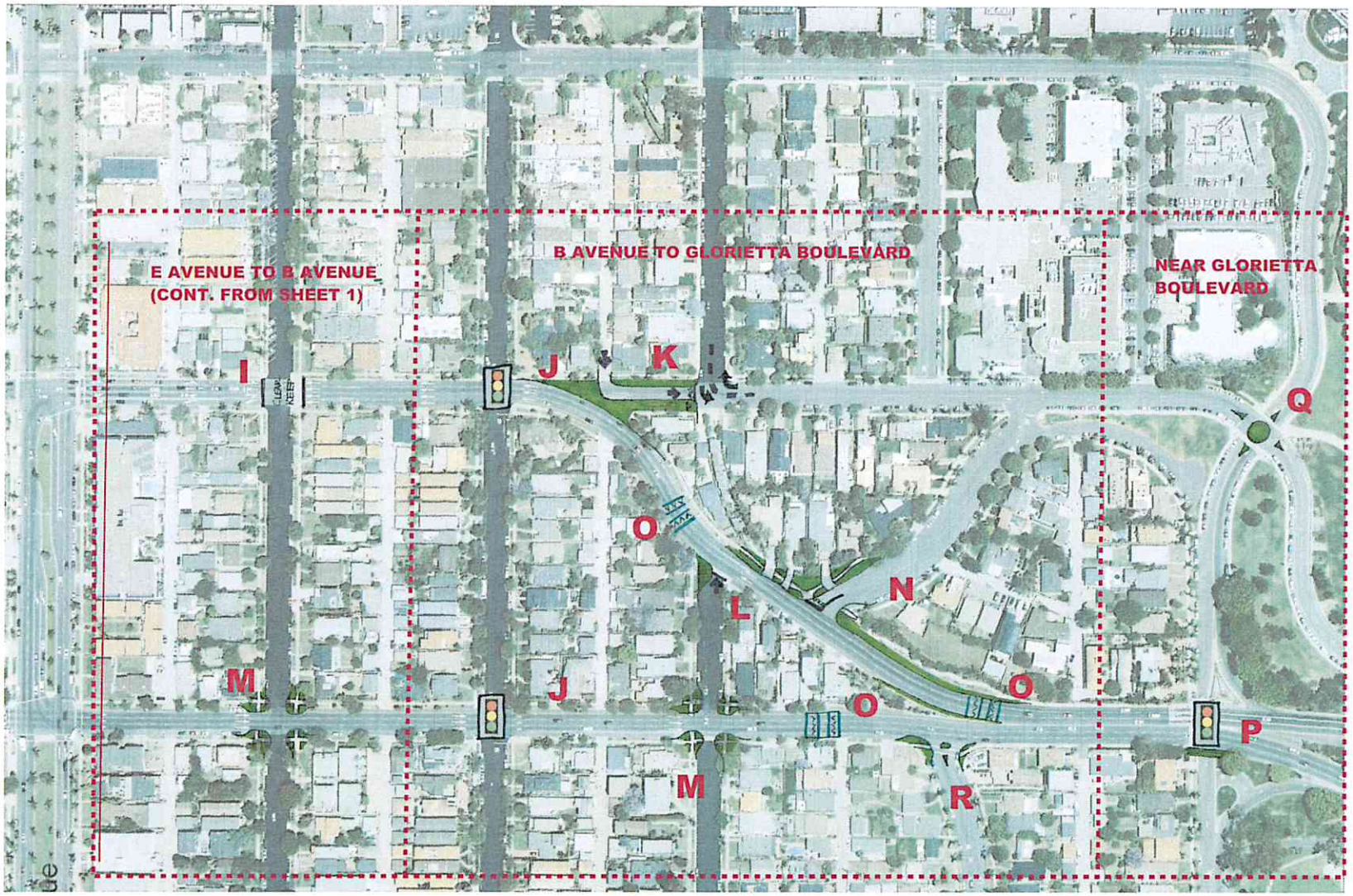

Figure 7-1
Recommended Concept Plan (Sheet 2 of 2)

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Report to the Coronado City Council regarding the Third and Fourth Streets Study

Coronado Transportation Commission

June 11, 2015

ISSUE

At issue is whether the Coronado City Council ("City Council") elects to support all, some or none of the findings, and/or amend certain of the findings, advanced herein by the Coronado Transportation Commission ("Commission") relative to the *Third & Fourth Streets Study* ("Study") prepared by the transportation planning and engineering firm of Fehr & Peers (San Diego, CA).

FINDINGS AND FISCAL IMPACT

In addition to the findings contained in this report, it is anticipated that the Commission will consider a formal motion at its meeting on June 11, 2015 to endorse some, all or none of the recommended improvements proposed by Fehr & Peers, and pending the adoption of such a motion, will append it to this report for transmittal to the City Council for its consideration and possible action.

The total estimated cost of all eighteen improvements recommended by the consultant is $3.82 million. For consistency, the improvements are identified herein and in the Study as "A" through "R". The Third and Fourth Streets issues and potential solutions have been debated for decades in Coronado. The Commission and the community hope that the time is right for action and moving forward with solutions.

EXECUTIVE SUMMARY

An executive summary of this report can be found on pages 10 and 11.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Per City staff, an analysis under the California Environmental Quality Act ("CEQA") will be required once the scope of the authorized improvements is determined. However, under CEQA guidelines (Exemptions – Sec 15301 (c)), traffic signal installation may be exempt.

INTRODUCTION

The Study was prepared at the request of the Commission and authorized by the City Council. The challenges faced by residents, visitors, pedestrians, bicyclists and motorists along the City's Third and Fourth Streets corridor date back in one form or another to August 3, 1969 – the opening day of the San Diego-Coronado Bridge. Over the years, there have been many studies and improvements that have attempted to address the traffic issues experienced in the corridor. The Study (on page 2-2) contains a partial listing of some of these efforts that date back to 1984.

In addition, the City Council conducted a Town Hall meeting on September 8, 2011, and many of the suggestions and ideas offered by the community and by the City Council continue to influence the Commission's thinking on how to best address and improve conditions in the corridor.

PROJECT GOALS AND OBJECTIVES

The goal of the Study was to identify and recommend a concept plan that addresses traffic and mobility concerns along Third and Fourth Streets. The Study identifies the corridor as extending from the toll plaza to Alameda Blvd. between Second and Fifth Streets.

DRAFT

The main objectives to accomplish the goal included:

- Identify feasible solutions to improve access and mobility along the corridor.
- Identify solutions that, at minimum, would not deteriorate operating conditions in the corridor during the hours of peak traffic.
- Identify solutions that would reduce the non-peak traffic speeds to the posted 25-mph speed limit.[1]
- Identify solutions that could be supported by Caltrans, and steps that would have to be taken for Caltrans to approve non-standard solutions.

PROJECT APPROACH

[redacted]

In order to develop a "Recommended Concept Plan", the consultant:

- Evaluated existing conditions within the corridor including: traffic counts and speeds, pedestrian and bicyclist facilities, intersection delays and levels of service during peak-traffic hours, collision history, traffic signal operating conditions, diversion patterns, queue assessments, travel time runs, and presented a baseline of existing conditions in the Study (Section 4 of the Study). In addition, the consultant made projections of the impacts on existing conditions when there would be two and three carriers in port.
- Developed three alternatives to:
  - Reduce traffic speed and noise
  - Maintain acceptable levels of service, and
  - Improve access across the corridor for pedestrians, bicyclists and motorists.
- Conducted two workshops and one on-line survey to gauge community support and identify concerns.
- Met with Caltrans and presented a project overview, the three alternatives and discussed the community outreach process.
- Made several presentations to the Commission, and will make a final presentation (under the scope of the consultant's original agreement with the City) to the City Council following the Commission's formulation of its recommendations.

CONSULTANT'S RECOMMENDATIONS

The consultant presented a "Recommended Concept Plan" (Section 7 of the Study) that is comprised of eighteen improvements (identified as "A" through "R").

The recommended improvements and their respective total estimated cost are presented in Table 1 of this report. The total estimated cost for each improvement includes allowance for preliminary and design engineering, construction, permit processing, environmental and contingency.

COMMUNITY OUTREACH

In addition to the two public workshops and the on-line survey, community outreach was maintained prior to, during and after the formal Study period by way of the following:

[1] Subsequent to the completion of the Study, Caltrans proposed speed limit increases on Third and Fourth Streets east of Orange Ave. to 30 mph.

- Written and e-mail communications from the community to the City and to the Commission.
- Oral communications at Commission meetings
- Outreach by Commission members and City staff during 2015 to the following groups:
    - Rotary Club (Feb. 18)
    - Optimist Club (May 21)
    - Third & Fourth Streets Planning Community[2] (May 26)
    - Naval Base Coronado (May 27)
    - Coronado MainStreet (June 2)
    - Chamber of Commerce (June 9)
- In addition to meetings held to date, the Commission is still desirous to meet with the Board and/or staff of the Coronado Unified School District (relative to a number of the consultant's recommended improvements), and with businesses (i.e., Coronado Island Marriott Resort and Spa and Sharp Coronado Hospital) and residents of the City's northeast quadrant (relative to recommended Improvements "P" and "Q").
- The Commission desires to outreach to any neighborhood, civic or business group that has an interest in knowing more about the Study and the "Recommended Concept Plan" or any group having a general interest in knowing more about what is being done to address the City's transportation-related issues.

PRIORITIZATION OF IMPROVEMENTS

The traffic calming and mobility working group (a Commission subcommittee) met to consider how the consultant's recommendations should be further analyzed, prioritized and presented to the full Commission, and subsequently to the City Council. The working group settled on a subjective evaluation of how the eighteen recommended improvements would:

- Align with the Study's goals and objectives;
- Provide for ease of implementation (i.e., whether or not they would be viewed as 'standard' solutions or would require additional special engineering studies for eventual approval by Caltrans;
- Met with community support;
- Total estimated cost; and
- Other factors.

Accordingly, the eighteen recommended improvements were evaluated and assigned to one of four groups, as follows:

GROUP 1 RECOMMENDED IMPROVEMENTS

This group of four improvements (ID's "A", "G", "J" and "K") consists of five new traffic signals and one intersection modification, as shown herein in Table 2. [Note: Proposed improvements referenced herein use the same identifying tags ("A", "B", etc.) as used in the Study.] The total estimated cost to implement these improvements is $1.45 million. The locations of the proposed new traffic signals would be:

- Fourth St. & Alameda Blvd. ("A")
- Third and Fourth Streets at F Ave. ("G")
- Third and Fourth Streets at B Ave. ("J")

The consultant coupled the proposed modification of the intersection of Pomona Ave. and Third St. (ID "K") with the traffic signal at Third St. & B Ave. (ID "J"). For this reason recommended alternative "K" is also included in Group 1.

The improvements in this group are defined by the following principal characteristics:

[2] A number of residents of A, B and C Avenues between Fourth and Tenth Streets were also in attendance.

Sketch of proposed traffic signal at Third St. & B Ave. and intersection modifications at Pomona Ave. & Third St.

- Traffic signals represent the best method of stopping motor vehicles, and will better promote protected mobility across the corridor for pedestrians, bicyclists and motorists. Of note, the proposed traffic signals at Third & Fourth Streets and F Ave. would improve one of the City's designated safe routes to school.
- Traffic signals (synchronized to 25 mph) would support the recommended Group 2 improvements that are aimed at calming most vehicles to the posted speed limit on Third and Fourth Streets.
- Traffic signals at the above-noted five intersections should meet traffic-warrant criteria, and this should help facilitate and expedite Caltrans' review procedures as 'standard devices'.

Proposed signal at Fourth St. & Alameda Blvd.

- The proposed traffic signal at Fourth St. & Alameda Blvd. would serve to "meter" the traffic exiting NASNI, and provide consistent flow across the length of the corridor since the signal would be synchronized with the existing signal at Orange Ave. and with the proposed signals at F and B Avenues. The signal would also serve to establish "platoons" of vehicles moving easterly toward the bridge, and this would allow for gaps in traffic flow enabling improved cross-corridor mobility for pedestrians, bicyclists and motorists.
- The proposed traffic signals at Third and Fourth Streets and B Ave. would be particularly critical because Third and Fourth Streets east of Orange Ave. experience the highest off-peak vehicular speeds in the corridor.

Additional benefits of the recommended Group 1 improvements as identified by the consultant include:

- Reduction of vehicular queues at Orange Ave.
- Slight reduction in travel time along Fourth St. versus existing conditions.
- Reduction in diversions through neighborhoods as traffic exiting the base would be more likely to remain on Fourth St.

The consultant identified one disadvantage of the proposed traffic signal at Fourth St. & Alameda Blvd. that queue delays may be higher on the base. The base is aware of this possible impact, and in a letter to the Coronado City Manager, the base's Commanding Officer confirmed the Navy's "strong" support for the proposed Fourth St. & Alameda Blvd. signal.

The consultant coupled the recommended traffic signal at Third St. and B Ave. with the proposed intersection modifications at Third St. and Pomona Ave. This proposed intersection modification would correct an existing skewed intersection that can result in vehicles attempting to make dangerous merges onto westbound Third St., and then attempt to cross two and three lanes of traffic to make left turns on to B and C Streets and to Orange Ave. The

modifications would eliminate the potential of making this problematic merge, and it would also eliminate an intersection that has poor visibility of oncoming traffic due to the acute angle of the intersection.

The proposed intersection modifications would result in a nominal increase in traffic volumes on A Ave. and Glorietta Blvd., and would necessitate the conversion of the alley in the 200 block between A and B Avenues to one-way.

Throughout the community involvement process, a number of residents in the neighborhood south of Fourth St. between Orange and A Avenues have addressed their concerns that the proposed traffic signals at Third and Fourth Streets and B Ave. could result in significant traffic diversions through their neighborhood. The Commission has advised these residents that while there may be an increase in vehicles attempting short-cuts through the neighborhood, the travel time studies show there would be no time saving by taking B Ave. over Orange or Pomona Avenues. In fact, the travel time studies show that due to the presence of stop signs at every intersection along B Ave. between Fourth St. and Tenth St., a diversion along B Ave. would be the most time consuming when compared with the alternative routes along Orange or Pomona Avenues.

The Commission is sensitive to the concerns of these residents, and has pledged that all potential solutions would be explored to exclude traffic diversions from Coronado's major and minor arterials on to collector and local streets. The Commission has made a preliminary examination of possible new turning restrictions to prevent unwanted traffic diversions through this neighborhood. The City staff has had discussions with SANDAG regarding its specialized computer model that can evaluate the potential impact of traffic diversions in response to the installation of new traffic control devices.

GROUP 2 RECOMMENDED IMPROVEMENTS

This group of five improvements (ID's "B", "D", "H", "M" and "O") includes three raised crosswalks, four speed tables and curb extensions at two intersections, as shown herein in Table 3. These improvements would involve engineered solutions that would create vertical roadway deflections (i.e., speed tables, raised crosswalks) and/or narrowing of the roadways (i.e., raised crosswalks, curb extensions) to calm traffic to the posted speed limit. The total estimated cost to implement these improvements would be $0.58 million.

<u>The consultant's "Recommended Concept Plan" would implement these improvements in concert with the traffic signals identified in Group 1</u>. In the absence of traffic signals, the Group 2 improvements would have to be re-evaluated for the inclusion of additional roadway design features (i.e., speed tables, raised crosswalks, etc.) to ensure the mobility and traffic calming goals could still be attained.

The proposed Group 2 improvements would include the following features:

- Raised crosswalks with rapid flashing beacons west of the intersections of H and I Avenues and Fourth St. ("B")
- Raised crosswalk with rapid flashing beacons east of the intersection of Third St. and I Ave. ("D")
- Speed table with advanced signage and pavement markings on Third St. west of D Ave. ("H")
- Speed tables with advanced signage and pavement markings on Fourth St. east of A Ave., Fourth St. west of Glorietta Blvd., and Pomona Ave. west of A Ave. ("O")
- Curb extensions at the intersections of C and A Avenues and Fourth St. ("M")

Sketch of proposed speed table

The underlying strategy for the Group 2 improvements is that they represent the potential application of engineered non-standard solutions for state highways. Their ultimate acceptability to Caltrans is presently unknown. The Commission has been advised that Caltrans has never before approved some of these types of engineered traffic calming devices (i.e., speed tables) for use on state highways in California.

Given that SR-75 and SR-282 pass through densely populated residential neighborhoods and with Caltrans having issued its "Complete Streets[3] Implementation Action Plan No. 2.0", there is the potential that Caltrans could favorably consider the use of the aforementioned traffic control devices for use in Coronado's densely populated Third & Fourth Streets corridor. The first paragraph of Caltrans' January 15, 2015 news release for the Action Plan states:

"In a continuing effort to further its new mission to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability, Caltrans has released the "Complete Streets Implementation Action Plan 2.0", an updated strategy on how the department will work to continue to address the safety and mobility needs for all modes of transportation."

The consultant determined that these engineered traffic calming features (i.e., raised crosswalks, speed tables, etc.) are appropriate for use in the Third & Fourth Streets corridor, and will be effective to calm traffic to the posted speed limit – as previously stated, *in conjunction with the traffic signals identified herein under the Group 1 improvements*. Caltrans, in its review comments to the City and the consultant on October 14, 2014, stated that this type of new infrastructure must be built in accordance with the Caltrans Highway Design Manual and Standard Plans. This could indicate that the City would be required to submit its engineering drawings to Caltrans for review in accordance with the latter's design exception review process, and the City would likely have no up-front guarantees of eventual approval.

Sketch of proposed curb extensions at
the intersection of Fourth St. and C Ave.

The principal benefits to the City of the recommended Group 2 improvements would be as follows:

- In concert with the improvements recommended in Group 1 (traffic signals synchronized to 25 mph), raised crosswalks with rapid flashing beacons and speed tables with advanced signage and pavement markings represent the best approach to calm traffic and limit

[3] Caltrans defines that "a complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs."

most of the vehicles to the posted speed limit on Third and Fourth Streets.

- Raised crosswalks and speed tables would utilize engineered vertical deflections in the roadway to slow traffic to the posted speed limit of 25 mph.
- A review of the literature indicates that most agencies implement speed tables with a height of 3.0 to 3.5 inches and a travel length of 22 feet. Speed tables generally consist of a 10-ft plateau with 6-ft approaches on either side that can be straight, parabolic or sinusoidal in profile. The longer lengths of speed tables provide a gentler ride than speed humps, and generally result in vehicle operating speeds ranging from 25 to 30 mph on streets depending on the spacing between speed tables.
- Raised crosswalks, while similar in design to the speed tables, incorporate curb extensions on each end which serve to both increase the visibility of pedestrians and bicyclists as well as reducing the length and thus the time of their exposure to oncoming traffic.
- The height of raised crosswalks should be consistent throughout the community's street network in order for citizens to get a better grasp of the design speeds and operations of the measure. A typical height for a raised crosswalk with a standard 6-ft ramp would be about 3 inches, and this could change according to the length of the ramp.
- The curb extensions (ID "M") as well as those incorporated with the raised crosswalks would reduce the distance for pedestrians and bicyclists to cross from 48 ft. to 33 ft. – a 30% exposure reduction.

Raised crosswalks and speed tables may result in a minor increase in response time by Fire Dept. and other emergency vehicles. The designs of these features require that allowance be made for proper street drainage since by definition they involve constructing a vertical deflection in the roadway. Some parking spaces may be lost. All vehicles (especially low-profile vehicles) would need to slow down, but there would be flashing beacons (in the case of raised crosswalks) and advance signage and pavement markings (in the case of speed tables) to alert oncoming motorists.

GROUP 3 RECOMMENDED IMPROVEMENTS

This group of seven improvements includes six intersection modifications (ID's "C", "E", "I" "L", "N", "R", and a new traffic signal at H Ave. and Third St. (ID "F"), as shown herein in Table 4. The total estimated cost to implement these improvements is $1.23 million. The proposed improvements include the following features:

- Coupled improvements "C", "E" and "F" would greatly reduce the complexity of traffic flow through two intersections, reduce traffic turning speeds, and would significantly reduce the exposed crossing length for pedestrians and bicyclists from up to 130 ft. to 48 ft. – a reduction of over 60%.
- The modifications would result in the creation of two cul-de-sacs that would eliminate the two skewed intersections at Third and Fourth Streets at Palm Ave. In the process, vehicular exposure to the two parks at Third St. and I Ave. and at Fourth St. and F Ave. would be reduced. Some additional green space and landscape opportunities would be created.
- There would be a likely increase in on-street parking.
- The new traffic signal at Third St. and H Ave. would result in many of the benefits that were previously identified for the traffic signals included in the Group 1 improvements. This improvement would also require a thorough

turn-restriction analysis to ensure that the new traffic signal would not result in increased diversions of traffic from the major arterials (Third and Fourth Streets) on to the intersecting local and collector streets.

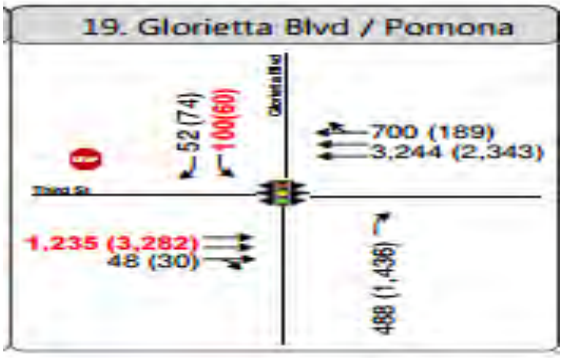
- The proposed intersection modification at Pomona Ave. and A Ave. (ID "L") would prohibit motorists making left turns from Pomona Ave. on to A Ave. This would eliminate southbound queuing in the 300 block of A Ave. This modification is already being implemented on a trial basis by the City with the placement of traffic cones preventing left turns from Pomona Ave. on to A Ave. between the hours of 5:00 and 8:00 AM.
- The proposed intersection modification at Fourth St. and Pomona Ave. (ID "R") would reduce the speeds of vehicles making right turns from Fourth St. to Pomona Ave. In conjunction with a proposed median, the curb extensions would reduce the distance for pedestrians to cross. It would improve the visibility of pedestrians to motorists, and would offer pedestrians refuge via a constructed median. The narrowed roadway on Pomona Ave. as it intersects Fourth St. would serve to help calm traffic.
- The proposed curb extensions at the intersections of Fourth St. and A and C Avenues (ID "M") were recommended by the consultant to aid in both reducing traffic speeds along Fourth St. (east of Orange Ave.) as well as to enable pedestrians who choose to cross at these locations to have a shorter crossing distance and to be more visible to the motorists. Some on-street parking places may be lost due to the curb-extension improvements.

The proposed Group 3 improvements would prevent mobility across Third and Fourth Streets along Palm Ave. The modifications would alter access to some private residences. Traffic volumes on H Avenue (for improvements "C" and "E") and on B and C Avenues (in connection with improvement "L") could be avoided by implementing new turn restrictions that would require further analysis.

GROUP 4 RECOMMENDED IMPROVEMENTS

The two proposed improvements (ID's "P" and "Q") would provide for a new traffic signal at Fourth St. and Glorietta Blvd., a partial cul-de-sac on the southbound side of Glorietta Blvd. immediately south of its intersection with Fourth St., and a new traffic circle at the intersection of Third St. and Glorietta Blvd. The total estimated cost of these improvements would be $0.56 million, as shown in Table 5.

The proposed improvements are included in Group 4 as the City and the Commission have not yet had sufficient time to vet the acceptability of these proposals with the residents and businesses in the City's northeast quadrant – including the Coronado Island Marriott Resort and Spa and Sharp Coronado Hospital or engage Caltrans in a preliminary discussion. It is anticipated that the proposed traffic signal at Glorietta Blvd. could entail a lengthy review and queuing analysis by Caltrans.



Peak-hour traffic volumes (with two carriers) at Glorietta Blvd. and Pomona Ave. after proposed improvements

The consultant's recommendation for these improvements was based on the following considerations:

- The proposed traffic signal would greatly improve access to eastbound Fourth St. and the San Diego-Coronado Bridge for the City's residents and businesses in the northeast quadrant as well as for visitors to Tidelands Park.
- The new intersection would provide for improved egress for emergency vehicles from Sharp Coronado Hospital to the bridge.
- The proposed intersection would be designed to prohibit all traffic from accessing Glorietta Blvd. south of Fourth St. with the construction of a partial cul-de-sac. Northbound Glorietta Blvd. would still be connected to the approach to the bridge.
- The traffic signal would be synchronized with the proposed other new corridor traffic signals (see Group 1 improvements) for mobility, and would support traffic calming along Third and Fourth Streets.
- The proposed traffic circle would aid in reducing pedestrian crossing distances at the Third St. and Glorietta Blvd. intersection while managing traffic flow.
- The traffic signal proposal would <u>not</u> include pedestrian crossings or crosswalks across Fourth St. along Glorietta Blvd.

The principal adverse consequence of the proposed traffic signal would be the potential for backing up traffic across the full span of the bridge to Interstate 5. There is history of these backups when more than one carrier has been in port and/or when the Navy conducts enhanced vehicle security checks at its three NASNI gates. The timing for the proposed new signal would have to be set so there would be no deterioration of queuing of bridge traffic approaching Coronado.

In addition, design engineering would need to mitigate any possible adverse impacts of the proposed new traffic signal, partial cul-de-sac and traffic circle on adjacent and nearby residences.

EXECUTIVE SUMMARY OF PROPOSED IMPROVEMENTS BY GROUP

A summary of the recommended improvements by group is as follows:

Group	Improvement	Total Est. Cost
1	<u>Traffic Signals (Five)</u> (ID's "A", "G", "J", "K")	$1.45 mil
2	<u>Engineered Roadway Design Modifications</u> (ID's "B", "D", "H", "M", "O")	$0.58 mil
3	<u>Intersection Modifications and Traffic Signal at Third St. & H Ave.</u> (ID's "C", "E", "F", "I", "L", "N", "R")	$1.23 mil
4	<u>Traffic Signal at Glorietta Blvd. & Fourth St.</u> (ID's "P", "Q")	$0.56 mil
	Total	**$3.82 mil**

The five recommended Group 1 traffic signals would:

- Stop vehicles and provide improved protection and mobility for pedestrians, bicyclists and motorists crossing the corridor at B Avenue, F Avenue (a safe route to school), and to a limited extent along Alameda Blvd.
- Be synchronized to the 25-mph speed limit and better manage traffic flows along Fourth St., result in reduced queuing at Orange Ave., reduce slightly the travel times along Fourth St. versus existing conditions, and result in less diversions into the neighborhoods in

conjunction with new turn restrictions (to be further evaluated).
- Comply with Caltrans design standards and warranty criteria thus enabling a reasonably expeditious Caltrans design review process.

The recommended Group 2 engineered roadway design modifications would:

- Calm the traffic along Third and Fourth Streets to the posted speed limit by the use of vertical deflections if implemented in conjunction with the five traffic signals (Group 1).
- Require re-evaluation if implemented without the five proposed traffic signals – with the potential outcome that additional speed tables and raised crosswalks would be required to achieve the same extent of traffic calming.
- Increase the visibility of pedestrians to oncoming motorists in the case of raised crosswalks with rapid flashing beacons.
- Potentially be acceptable to Caltrans for application on Third and Fourth Streets in Coronado given Caltrans' recently promulgated "Complete Streets Implementation Action Plan 2.0". [Caution: This matter has not been addressed with Caltrans by the Commission.]

The recommended Group 3 intersection modifications would improve selected intersection designs that would yield a number of benefits, including:

- Significantly reduce the exposed distances at several pedestrian crossings
- Reduce vehicle turning speeds
- Reduce the complexities of traffic flows
- Reduce vehicular exposure at two parks
- Provide pedestrian refuge via a proposed median for traffic turning right from Fourth St. on to Pomona Ave.

The proposed Group 3 traffic signal at Third St. and H Ave. would provide for most of the benefits ascribed to the proposed Group 1 traffic signals. This traffic signal was identified by the consultant to be coupled with the proposed intersection modifications at Third St. and Palm Ave.

The recommended traffic signal at Glorietta Blvd. and Fourth St. would:

- Provide for improved egress for residents and businesses in the City's northeast quadrant to the bridge.
- Provide for improved egress to the bridge for visitors at Tidelands Park as well as for emergency vehicles from Sharp Coronado Hospital transporting patients to other hospitals and trauma centers.
- Be synchronized with other existing and proposed traffic signals in the corridor for smoother traffic flows.
- Would preclude pedestrians crossing Fourth St. and would further preclude traffic entering the southbound side of Glorietta Blvd. by the creation of a partial cul-de-sac.
- Would continue to allow northbound Glorietta Blvd. traffic to merge on to the eastbound access lanes to the bridge.

TABLE 1
TOTAL COST ESTIMATE OF "RECOMMENDED CONCEPT PLAN"

ID	Improvement	Tot Est. Cost
A	Traffic signal at the intersection of Fourth St. and Alameda Blvd.	$236,250
B	Raised crosswalks with rapid flashing beacons west of the intersections of H and I Avenues and Fourth St.	$177,930
C	Modification of the intersection of Palm Ave. and Third St.	$386,775
D	Raised crosswalk with rapid flashing beacons east of intersection of Third St. and I Ave.	$88,965
E	Modification of the intersection of Palm Ave. and Fourth St.	$353,295
F	Traffic signal at the intersection of H Ave. and Third St.	$236,250
G	Traffic signals at the intersections of Third and Fourth Streets and F Ave.	$472,500
H	Speed table with advanced signage and pavement markings on Third St. w/o D Ave.	$41,108
I	"Keep Clear" pavement markings at intersections of Third St. & C Ave. and Fourth St. & D Ave.	$2,700
J	Traffic signals at the intersections of Third and Fourth Streets and B Ave.	$472,500
K	Modification of the intersection at Pomona Ave. and Third St.	$273,375
L	Modification of the intersection of A Ave. and Pomona Ave. to prohibit left turns on to A Ave.	$65,070
M	Curb extensions at the intersections of C and A Avenues and Fourth St.	$150,660
N	Modification of the intersection of Glorietta Place and Pomona Ave.	$130,309
O	Speed tables with advanced signage and pavement markings on Fourth St. east of A Ave., Fourth St. west of Glorietta Blvd., and Pomona Ave. west of A Ave.	$123,323
P	Traffic signal at Fourth St. and Glorietta Blvd. and a cul-de-sac on Glorietta s/o Fourth St.	$285,416
Q	Traffic circle at the intersection of Third St. and Glorietta Blvd.	$270,000
R	Curb extensions at the intersection of Fourth St. and Pomona Ave.	$56,498
	TOTAL	**$3,822,924**

TABLE 2
GROUP 1 RECOMMENDED IMPROVEMENTS

ID	Improvement	Total Est. Cost
A	Traffic signal at the intersection of Fourth St. and Alameda Blvd.	$236,250
G	Traffic signals at the intersections of Third and Fourth Streets and F Ave.	$472,500
J	Traffic signals at the intersections of Third and Fourth Streets and B Ave.	$472,500
K	Modification of the intersection at Pomona Ave. and Third St.	$273,375
	TOTAL	**$1,454,625**

TABLE 3
GROUP 2 RECOMMENDED IMPROVEMENTS

ID	Improvement	Total Est. Cost
B	Raised crosswalks with rapid flashing beacons west of the intersections of H and I Avenues and Fourth St.	$177,930
D	Raised crosswalk with rapid flashing beacons east of intersection of Third St. and I Ave.	$88,965
H	Speed table with advanced signage and pavement markings on Third St. w/o D Ave.	$41,108
M	Curb extensions at the intersections of C and A Avenues and Fourth St.	$150,660
O	Speed tables with advanced signage and pavement markings on Fourth St. east of A Ave., Fourth St. west of Glorietta Blvd., and Pomona Ave. west of A Ave.	$123,323
	TOTAL	**$581,986**

TABLE 4
GROUP 3 RECOMMENDED IMPROVEMENTS

ID	Improvement	Total Est. Cost
C	Modification of the intersection of Palm Ave. and Third St.	$386,775
E	Modification of the intersection of Palm Ave. and Fourth St.	$353,295
F	Traffic signal at the intersection of H Ave. and Third St.	$236,250
I	"Keep Clear" pavement markings at intersections of Third St. & C Ave. and Fourth St. & D Ave.	$2,700
L	Modification of the intersection of A Ave. and Pomona Ave. to prohibit left turns on to A Ave.	$65,070
N	Modification of the intersection of Glorietta Place and Pomona Ave.	$130,309
R	Curb extensions at the intersection of Fourth St. and Pomona Ave.	$56,498
	TOTAL	**$1,230,897**

TABLE 5
GROUP 4 RECOMMENDED IMPROVEMENTS

ID	Improvement	Total Est. Cost
P	Traffic signal at Fourth St. and Glorietta Blvd. and a cul-de-sac on Glorietta south of Fourth St.	$285,416
Q	Traffic circle at the intersection of Third St. and Glorietta Blvd.	$270,000
	TOTAL	**$555,416**

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Coronado Transportation Commission
Answers to questions from Workshop(s) regarding the Third/Fourth Streets Corridor

1. Why not prohibit right turns on red from Orange to Fourth – as this will provide some gaps for people to cross the street?

   Answer: Due to the number of vehicles that need to turn onto Fourth, eliminating that turning movement will likely cause vehicles to divert onto other streets, resulting in more vehicles attempting to cross and/or merge onto Fourth at a non-signalized intersection.

2. Why not add a pedestrian overpass or tunnel at Glorietta or other location along Third/Fourth?

   Answer: Due to ADA requirements, a significant amount of land would be needed to create the required slope or the addition of an elevator on both sides of any overpass or underpass. This also would not completely resolve concerns for vehicles crossing the corridor.

3. What effect does the public vote on removing the semi-diverters on A, B, and C Avenues have on any future turn restrictions on these streets?

   Answer: Proposition M was the vote to remove permanent barriers (semi-diverters) that restricted turning/through movements. Any restriction that would amend or repeal Proposition M would require a new vote by the electorate.

4. Why not install signs that direct people to cross Third and Fourth at Orange Avenue?

   Answer: As a result of City Council direction, there is now signage directing pedestrians to cross the corridor at the crosswalk at Orange; however, due to the distance (several or more blocks in both directions), it is likely that some pedestrians and bicyclists will continue to cross. In addition, this would not impede or improve the ability of vehicles crossing the corridor.

5. Why not put a toll back on the bridge to reduce traffic congestion?

   Answer: The authority to place a toll on the bridge is the purview of SANDAG (San Diego Association of Governments) and the State of California.

6. Why not slow traffic with the use of speed humps only as is done on Pomona and Glorietta?

   Answer: Speed tables/humps could reduce the speeds along the corridor. However, they are not as effective as signalized intersections in improving the ability of pedestrians, bicyclists, or vehicles to safely cross the corridor. In addition, emergency responders, especially fire trucks, are hindered by speed tables/humps.

7. Why not install speed cameras?

   Answer: Currently, only cameras that issue tickets for violating a red light are allowed in the State of California. Statewide or special legislation would be necessary to install cameras that could issue citations for speeding.

8. Why not install a HAWK (High-intensity Activated cross-WalK beacon)?

   Answer: The installation of HAWK signals has been proposed by the City and rejected by Caltrans. HAWK signals are typically installed mid-block. Along the Third and Fourth Streets corridor, there are alleys at the mid-block locations.

9. Why not lower the speed limits even further?

   Answer: Speed limits that are set near the 85th percentile speed of free-flowing traffic are safer and produce less variance in vehicle speeds. Law enforcement cannot use radar to enforce the speed of vehicles if the speed limit is not set in compliance with an approved engineering and traffic survey.

10. Who is responsible for the Third and Fourth Streets corridor?

    Answer: Caltrans is the owner of the Third and Fourth Streets roadways (aka SR 75 and 282, from the bridge to NASNI, which includes that portion of Alameda between Third and Fourth), and is responsible and has authority over these roadways.

11. Why are there no speed bumps on Third as you come off the bridge at B Avenue? They have them on other parts of Third and Fourth.

    Answer: The consultant's report recommends speed tables on Pomona Avenue west of A Avenue and on Fourth Street west of Glorietta Boulevard as part of a comprehensive set of proposals.

12. Left turn only onto Fourth from B. How does that help bikes?

    Answer: While motor vehicles traveling south could be required to turn left onto Fourth Street from B Avenue, bicycles may be exempted and allowed to proceed south on B Avenue. The ability to restrict the movement of motor vehicles but not bicycles would need to be investigated.

13. If a light is put on B, will it be no left turn onto B from Third?

    Answer: The consultant's study did not analyze the signal with a left-turn prohibition from Third onto B. Restricting left turns onto B Avenue may be feasible during the rush hour. This option could be further explored if the signal is advanced to preliminary engineering; however, this would need to be confirmed since the diverters that restricted turns onto B Avenue were removed as the result of a ballot initiative,

14. Traffic lights will increase traffic on H, F, and B where four neighborhood schools are making those locations less safe. Has this been addressed?

    Answer: The results of the consultant's study do not indicate that there would be a significant increase in traffic on H, F, and B Avenues. The point of the traffic lights is to allow for protected crossings of Third and Fourth Streets for motorists, bicycles, and pedestrians.

15. Why is there no pedestrian crossing on Glorietta and bridge when it is the least distance across at that location?

    Answer: The potential for a grade-separated pedestrian crossing at Glorietta Boulevard is being explored as part of the City's "Gateway Project." In addition, there is an existing grade separated crossing under the bridge along the bay that can be used for safe crossings.

16. How can we close A when there was a past vote that forced A to open?

    Answer: The consultant's report recommends not allowing traffic to turn onto A Avenue from Pomona. This change may require a new vote of the electorate.

17. If Caltrans increases the speed, can the changes recommended be used at 30 or 35 mph? Or do they need to re-design?

    Answer: The Fehr and Peers Study recommended conceptual improvements that could be installed. The actual improvements in the study have not been designed; however, it is not anticipated that the design would change remarkably based on the increased speed limit of 30 mph

18. If most of the accidents occur on Fourth, why put lights on Third?

    Answer: The lights at both Third and Fourth Streets are required to promote the efficient movement of vehicular traffic, bicycles, and pedestrians from north of Third Street to the other side of the City, south of Fourth Street.

19. Who made the decision to not enforce the 25 mph speed limit? The higher speeds reflected in the speed study suggests that cars are traveling at higher rates of speed, and in large part, because the police rarely ever ticket. It also stands to reason that slower cars are markedly quieter than faster ones.

    Answer: The previous speed survey expired earlier this year, which limited the ability of the police to write enforceable speeding tickets based on the use of LIDAR and radar. A new speed survey has been completed and provides the required basis for issuing speeding tickets based on the use of LIDAR and radar and the Police Department has

been instructed by the City Council to step up enforcement along Third and Fourth Streets, which it has.

20. Maximum length trucks/buses can be around town, restricted to what roads?

    Answer: The State of California controls the size of vehicles allowed on the roads. Local jurisdictions cannot impose additional length restrictions.

21. Do you have an indication of what Caltrans is planning?

    Answer: Caltrans was briefed during the course of the study. They indicated that preliminary engineering studies need to be prepared for the recommended improvements before they can offer an opinion on their acceptability.

22. It seems that a lot of the traffic comes from people heading south on I-5 and cutting through Coronado via Glorietta to the Strand to avoid the I-5 traffic. Why not close A and B again since you now have two left-turn lanes open to take them back over the bridge?

    Answer: Any restriction that would amend or repeal Proposition M would require a new vote by the electorate.

23. Rather than traffic lights on B Avenue, why don't we use signs to direct pedestrians and bicyclists to cross Third and Fourth Streets at Orange or use the bike path near the golf course? There is no need to cross at B when we already have these safe alternatives already in place.

    Answer: There are temporary signs directing pedestrians to use Orange Avenue to cross Third and Fourth at A, B, and C Avenues. This signage, however, does not address bicycles and such a restriction would need to be explored Also, cars, bicyclists, and pedestrians, including students, often do not choose to drive, bike, or walk out of their way to cross a street, even if there is a safer alternative.

25. It seems each action has some consequence. Why are these proposed lights, etc., better than the current situation?

    Answer: The proposed recommended improvements would reduce the speed of the traffic and improve north-south access across both Third and Fourth Streets.

26. Fourth and B does not have the highest rate of accidents (per Fehr &Peers), so why is this intersection always pointed out as the one in need of a light?

    Answer: The goal of the study was to analyze potential improvements to help reduce vehicle speeds, improve mobility and safety, and reduce congestion. A traffic signal at B helps accomplish these goals. Also, B Avenue is a designated "collector" street, which means it is intended to carry a heavier volume of traffic than the surrounding local streets.

27. Why not put an all-way stop at Fourth and Orange? If it causes cars to proceed down Fifth and Sixth, why is that not OK? Aren't all streets to be used?

    Answer: There is too much traffic volume on Fourth Street for a four-way stop to work effectively. Regarding the diversion of traffic onto Fifth and Sixth Streets, it is the stated policy of the City that traffic should be confined to the major and minor arteries, collector roads, and local streets in that order of precedence.

29. What assurances can you give that pouring traffic on to the lettered streets won't ruin the character of living in the Coronado Village?

    Answer: The consultant's analysis indicates that there would be lower speeds in the corridor and a slight improvement in the level of service of the traffic lights at Third/Fourth and Orange. Any project that is derived from the Third and Fourth Streets Study is subject to CEQA (California Environmental Quality Act) review. This review will evaluate what potential impacts the project may have on the environment.

30. Why not install speed bumps/flashing lights at C, B, A and Third and Fourth?

    Answer: Speed bumps and flashing signals do not provide regulatory control of the intersection like a traffic signal. With the speed and volume of traffic, a signal is recommended to improve the crossing and provide controlled access across the couplet for all modes of transportation.

31. Will there be a traffic study done for the diverted commuter traffic impact if it is diverted off the Third and Fourth Streets corridor?

    Answer: The extent that traffic would be diverted onto other streets was assessed, at least conceptually, in the study. If the traffic signals are advanced, possible diversion onto other streets would be further evaluated in the preliminary engineering and the environmental review.

32. How about a no right turn on A for south/eastbound Fourth Street traffic 2-5 pm?

    Answer: The study did not analyze a right-turn prohibition onto A; it would have to be investigated.

33. There is no separation between traffic and pedestrians on Third or Fourth from Pomona on toward the bridge. Issue: Cars routinely have ridden up on the sidewalk and this places homeowners and pedestrians at risk. Are there any plans that resolve that risk in the traffic study?

    Answer: The traffic study did not address this specific issue.

34. Can we start with conservative methods to calm traffic before signal lights? What about pedestrian crossings between alleys and streets?

    Answer: Non-signalized mid-block crossings do not offer the regulatory control that is recommended for the speed and volume of traffic. See question #30 above.

35. How long will it take to implement the traffic lights – is there an interim solution?

    Answer: The study was undertaken to identify potential projects that may be implemented to meet the stated goals: to reduce vehicle speeds, improve safety and mobility, and relieve congestion. If any project(s) are approved, they would first go through preliminary engineering and an environmental review. An initial study would identify any significant impacts the project would have on the environment. Depending on the type of environmental document required, the length of time required to have the traffic signal designed and installed would take somewhere between 1-2 years.

37. When will the CEQA report be published? Loss of property value. Increase in light, noise, and air pollution.

    Answer: Should any project be identified from the study for implementation, it will be subject to California Environmental Quality Act (CEQA) review.

38. Why are we moving a study ahead when community input did not support lights as written in the study?

    Answer: The study was conducted by a professional traffic engineering firm with recommendations based on their technical analysis and experience. Community input was solicited to gather the degree of support for conceptual improvements that could be implemented to improve the traffic conditions along the corridor. The various surveys conducted before and during the study showed that, depending on their location, traffic signals are supported by the residents of the Third and Fourth Streets corridor on either side of Orange Avenue to varying degrees.

39. If a decision was made today using common sense and logic, what would you decide if you were able to consider pending plans side-by-side with the original report done when the bridge was built? It should be considered.

    Answer: Circumstances have changed since the bridge was built. In particular, the volume of the traffic that enters and leaves Coronado via the bridge has increased substantially. In 1973, an average of 33,000 vehicles entered and left the City via the bridge on a daily basis. By 2013, this number had grown to 73,500 per day. Also, the results of previous studies of Third and Fourth Streets were provided to the consultant for consideration in preparing the study.

40. Caltrans is too slow and does not respond to residents in a timely fashion. City should take control of Third and Fourth between A Avenue and Alameda Boulevard.

Answer: The possibility of Caltrans relinquishing Third and Fourth Streets to Coronado was not part of the study. Caltrans was briefed during the course of the study. They indicated that preliminary engineering studies need to be prepared for the recommended improvements before they can offer an opinion on their acceptability. As noted above, additional engineering is required to obtain Caltrans' feedback. Performing this additional engineering is being recommended to the City Council by the Transportation Commission. Regardless of ownership, proper roadway design is regulated by a set of traffic engineering standards which should be adhered to.

42. Have you reached out to moms' groups, Coronado Moms FB page? Good readership input.

    Answer: The Transportation Commission has reached out to several community organization, but not explicitly to the Coronado Moms FB page.

44. Does the Coronado Police Department need additional funds to improve police presence and ticketing on Third and Fourth Streets?

    Answer: The City Council has directed the Police Department to step up enforcement on Third and Fourth Streets, including the use of overtime as needed.

45. Will an Environmental Impact Report be required?

    Answer: Any project(s) identified in the study for implementation will be subject to CEQA review. An initial study will determine the level of environmental analysis needed based on the size and scope of the project.

46. What legal machinery exists to compel Caltrans to consider community input re: public safety?

    Answer: In regard to speed limits, Caltrans has established procedures and guidelines for performing and interpreting the results of the speed surveys that are used to set speed limits. These procedures govern how speed limits are set. The procedures require Caltrans to consider community input before issuing their final report. Ultimately, a Caltrans traffic engineer will have to sign off on any traffic control device or speed limit based on sound engineering practices and established guidelines.

48. What will happen to this plan if it doesn't get approval from Caltrans?

    Answer: Any proposed project within Caltrans' jurisdiction is subject to their approval. Should Caltrans reject the project, the project can be modified to something that is acceptable, the City could elect to table the project, or the City could seek control of the state highway by the relinquishment process.

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MEETING MINUTES
CORONADO TRANSPORTATION COMMISSION (CTC)

Thursday, June 11, 2015, at 3 p.m.
City Hall Council Chambers
1825 Strand Way, Coronado, CA 92118

1. ROLL CALL: Chair Patrick Garahan, Vice Chair John Moutes, Commissioners Hal Aronson, Cauleen Glass, Catherine Squitieri, John Tato, and Art Van Rooy

   City Staff: Assistant City Manager Tom Ritter; City Engineer Ed Walton; Deputy City Attorney Randall Sjoblom; Recording Secretary Nancy Reynolds

2. ORAL COMMUNICATIONS: Rita Sarich, Coronado MainStreet, reported that she rode the shuttle to City Hall from her office in downtown Coronado; it's a wonderful service and she hopes the Commission will support the continuing of the shuttle and perhaps expansion of the service.

3. APPROVAL OF MAY 14, 2015 MINUTES: Ms. Squitieri pointed out that in Item #10, "Carl Vincent" should be "Carl Vinson."

   Mr. Walton commented on the first paragraph of Item #9. He had talked about the traffic study being a good study and was quoted as saying "I think where we came short was getting community input." What he had tried to convey was what we failed to do with this study was get community support or consensus. We've had plenty of input, we just haven't had consensus. He also said he'd been getting phone calls about the traffic volumes on B Avenue being increased by 1,000 vehicles per day. He wanted to clarify that that is a very rough estimate based on some formulas; to really get an accurate number, preliminary engineering would have to be done.

   With these corrections, the minutes were unanimously approved.

4. UPDATE FROM BICYCLE ADVISORY COMMITTEE: Dan Orr, Chair of the Bicycle Advisory Committee (BAC), reported that the City Council approved the BAC's recommendation to place appropriate bike markings along with the slurry seal program and institute reverse diagonal parking on Olive Avenue on the block closest to the church.

   The City Council also approved a study of a mixed-use path on the beach connecting Sunset Park with the Paseo for a not-to-exceed $100,000 price. Ocean Boulevard is a highly unsatisfactory street, mixing cars and bikes on the street or bikes and pedestrians on the sidewalk. Mr. Tato asked if the study would include Ocean Boulevard as well – looking at how a path would be integrated, widening the sidewalk, improving the parking situation, or is it simply looking at a path on the ocean side of the rocks? Mr. Orr said the proposal in the original Bicycle Master Plan envisioned the bikeway on top of the rocks, so he suspects that it will study all the potential options. Mr. Orr's experience is that it would be better on the beach than trying to work with all the rocks and concrete. Mr. Tato agrees that there's a reasonably unsatisfactory situation along Ocean Boulevard – pedestrians are at a real loss trying to get along the sidewalk and the City Council did not want to put sharrows on Ocean Boulevard because of the concern of encouraging bicycles on Ocean Boulevard as it's only a 40' road as opposed to 48'. Mr. Tato

said he might recommend that the City look more broadly at this and solve the entirety of the problems with Ocean Boulevard which range from parking to bicycles to pedestrians, etc.

The remotely monitored bike program is working; only 11 or 12 bikes were stolen last month, which is down from the one a day we had last year. There were two bicycle and car collisions.

5. COMMENTS FROM CHAIR AND COMMISSIONERS: Ms. Squitieri asked if Item #8 had the correct names for the Working Groups and Mr. Garahan said this was an oversight and the names listed were some of the old names.

Mr. Moutes said that subsequent to the last CTC meeting, the Mobility and Traffic Calming Working Group has had several meetings with neighborhood and civic organizations (Optimists on May 21, Third and Fourth Streets Planning Community on May 26, Naval Base Coronado on May 27, MainStreet on June 2, and the Chamber of Commerce on May 9).

6. UPDATE FROM STAFF ON INFORMATIONAL ITEMS: Mr. Ritter introduced Deputy City Attorney Randall Sjoblom who will be attending meetings in the future.

He went on to say that at the June 2 City Council meeting there was a presentation by Caltrans regarding the speed survey they conducted. The survey indicates increasing the speed limit between Orange and the bridge on Third and Fourth from the current 25 to 30 mph. There were a lot of people in the audience that commented that they did not support that. The City Council did not support it and it was a rather contentious meeting. As a result of that meeting, a special City Council meeting has been tentatively scheduled for June 23 beginning at noon to discuss Third and Fourth in regard to the speeds and if the CTC takes a position today, that will most likely be part of the agenda.

Mr. Van Rooy said he had been left with the impression that if the City disagrees with the speed limit being raised to 30 mph they only have two options: to obtain legislation at the state capital or retake control of Third and Fourth Streets. He asked if the City agreed with that and Mr. Ritter responded that he did. There was a request to re-do the speed survey and he thinks the City Council will discuss that again and under what conditions should the survey be re-taken. However, the City would still have to set the speed limit according to state law.

Mr. Walton gave a projects and Traffic Operations Committee update:

- Major Road Project – A project will kick off this coming Monday which will involve repair work on D Avenue and the City-owner portion of Third Street and include dig-outs, overlay, and curb and gutter work.
- Slurry Seal – The project is out for bid. Second, Fifth, Tenth, I, and J Avenues, Olive, Avenida del Sol, and Avenida Lunar will be slurried. Mr. Moutes said that a previous resident at his address had had a handicapped parking place and over time, the slurry seal has worn off and the blue marking appeared. He asked if the contractor who's doing the slurry seal is responsible to remove old no-longer relevant parking markings and Mr. Walton said that it is.
- Traffic Operations Committee (TOC) – In May, the TOC approved forwarding the hospital plan for improvements to their entrances on Prospect and Soledad to the City Council; this will include diagonal parking on Third Street from Glorietta to Soledad. It denied a stop sign on Fifth at A Avenue, which would have made the intersection a four-way stop. It approved moving forward to the City Council a red curb on Tenth Street at Orange Avenue. There's one spot that is not metered, but looks like a parking space.

7. DISCUSSION OF THIRD AND FOURTH STREETS STUDY AND PROVIDE RECOMMENDATIONS TO THE CITY COUNCIL ON HOW TO PROCEED: Mr. Garahan said that Mr. Tato lives within the Third and Fourth Streets corridor and per state law, there are potential conflicts of interest. Mr. Sjoblom asked Mr. Tato to recuse himself at this point and Mr. Tato left the room. Mr. Sjoblom said Mr. Tato had made a request to segment this discussion and when there's a conflict of interest the rule states that if you can break down the project by the parts that are conflicted and not conflicted and make a final decision on the conflicted part for that commissioner, you can proceed in that fashion. The areas of the study that are within 500' of Mr. Tato's home are Group 1, Item G; and Group 3, Items C, E, and F. If the CTC believes it can make a recommendation on these items first, it can move on and invite Mr. Tato back to discuss the rest, but it couldn't revisit the decision on these items.

Mr. Garahan said it was his intention to fashion a motion regarding the consultant's (Fehr and Peers) report to include the projects that would exclude Mr. Tato and when he returned, have another motion to include the other projects.

Fern Nelson feels that this should be considered as a whole. It has been apparent from comments on eCoronado and whatnot that there may be a bias toward one side or the other and to split this is endorsing that bias and she thinks that is absolutely unfair to the residents of Coronado. This was presented as a whole by Fehr and Peers and she thinks it should be considered as a whole and anyone who needs to be excused should be excused. She thinks it's cherry picking to break it into parts.

Mr. Garahan said there's only one street in San Diego (Fairmount Avenue at Interstate 8) that has a higher average daily traffic volume than the Third and Fourth Streets couplet. For the Coronado bridge, about 81,700 vehicles go in both directions. When you get to C Avenue, about 70,800 vehicles go in both directions. He said the CTC is committed to finding a solution without making matters worse for anyone else.

Mr. Moutes provided a report (attached) and a presentation (attached) from the Traffic Calming and Mobility Working Group. He said that Fehr and Peers was asked to look at three basic alternatives. The first had a traffic signal focus; the second, a traffic calming focus; and the third, a pedestrian focus. Contrary to what he's heard at some public meetings, the traffic signal focus was not a condition or requirement of all three alternatives; it was the focus of one alternative. Some of the concepts were dropped after public input and the consultant integrated what they felt were the best ideas from the three alternatives and developed a recommended concept plan for which there were 18 improvements throughout the corridor, identified as "A" through "R". These improvements together would slow traffic speeds, improve north and south access across Third and Fourth Streets for all users (motorists, pedestrians, and bicyclists), improve the pedestrian walking experience, and other benefits identified in the report. The total cost for all the improvements is just under $4,000,000.

The Working Group took the 18 projects and looked at whether some could be grouped because clearly, some have coupling with other projects. The group reviewed the study's goals and objectives, the specific type of improvement under consideration, how easy it could be implemented, and that has to do in part with whether or not they felt the improvement would involve a relatively short review time by Caltrans and others, or whether it could take years and years. They also took into consideration the public's input and came up with four groupings.

Group 1 consists of five traffic signals at Fourth and Alameda; Third and Fourth at F; Third and Fourth at B; and modification of the intersection of Third and Pomona.

Group 2 projects involve an engineered roadway design modification (an alternative that would involve possibly a horizontal constriction of some type or a vertical deflection of some type) – things that you can legally put in the roadway that will influence motorists to slow down. They would include raised crosswalks at Fourth and I, Fourth and H, and Third and I; curb extensions at Fourth and C and Fourth and A; and speed tables at Third west of D, Fourth east of A, Fourth west of Glorietta, and Pomona west of A.

Group 3 improvements involve significant modifications to certain intersections. He said the diagonal aspect of Palm Avenue creates some interesting challenges for pedestrians and motorists. There are some skewed angles, some rather long distances for pedestrians to cross, and some visibility problems both for motorists and pedestrians. The improvements include modifications to the intersections of Palm and Third; Palm and Fourth; Glorietta Place and Pomona; A Avenue and Pomona Avenue; and Fourth Street where it turns onto Pomona going south. "Keep Clear" intersection signage and a traffic signal at Third and H were included as well.

Group 4 is the consultant's proposal to improve the egress for residents, businesses, hospital, and park in the City's northeast quadrant. This project includes a traffic signal at Glorietta and Fourth and a partial cul-de-sac to restrict traffic from going across Glorietta to get to the part of Glorietta along the golf course. It would also include a small traffic circle at Third and Glorietta. It would support traffic flows along Fourth to the bridge because it would be synchronized with any other traffic signals to the west. It would preclude crossing Fourth, but enable continued access to the bridge via northbound Glorietta Boulevard. Modeling flows across the bridge was outside the consultant's scope of work and was not done. The bridge has historically backed up without a traffic signal and with a traffic signal Caltrans will want this looked at in more depth. In addition, the CTC has requested to meet with the residents and businesses in the northeast quadrant and those meetings have not yet been held, but hopefully will be in the future. The recommendation is to defer the Group 4 improvements for the time being pending actions on additional recommendations.

The Group 3 improvements were modifications to the various intersections – Third and Fourth at Palm; Fourth and Pomona; Pomona at Glorietta Place; and Third at Pomona. In summary, these modifications would reduce pedestrian exposure. Squaring off the intersections would reduce vehicle turning speeds. At Fourth and Pomona there would be a pedestrian refuge. The modifications for Palm at Third and Fourth would reduce vehicle exposure on one side of each of the two parks. Compared to Groups 1 and 2, Group 3 improvements would have less impact on the study's primary traffic calming and mobility goals. It would provide some, but not to the extent as the Group 2 projects. The Working Group's recommendation is now to defer action on the consultant's recommended improvements included in Group 3.

Group 2 improvements are the engineered roadway design modifications – curb extensions, raised crosswalks, and speed tables. In summary, these would calm traffic on Third and Fourth Streets to the speed limit. The Working Group's suggestion is to promote these to Caltrans because Caltrans is having a renewal of emphasis on "Complete Streets" concepts which they themselves espouse. To the best of the Working Group's knowledge, these improvements have not been done in California on what is designated as a state highway. Third and Fourth are state highways, but Coronado views them as neighborhood streets with speeds that are too high for the safety of all the users. It is the Working Group's recommendation to submit these improvements to the City Council for approval and request that staff advertise for licensed traffic engineering

consultants to proceed with preliminary engineering. It would need to be very closely coordinated with Caltrans.

The Group 1 improvements are traffic signals at five intersections Alameda and Fourth; Third and Fourth at F; and Third and Fourth at B; and intersection modifications at Third and Pomona. Traffic signals provide improved mobility and protection for all users, especially pedestrians and bicyclists attempting to navigate from the north to the south side across the width of the corridor. Synchronized traffic signals along Fourth Street, per the consultant, will reduce queuing at Orange and slightly reduce travel times along Fourth. Once a method for motorists to get from the base to the bridge without increasing their travel time is provided, the numbers of diversions through the neighborhoods would not be increased. The Working Group's recommendation is to submit these improvements to the Council for approval and advertise for traffic engineering consultants to initiate preliminary engineering in close liaison with Caltrans. The Working Group is highly sensitive to the concerns of residents, so the recommendation goes with the proviso that the engineering analyses and the solutions identified should not increase traffic diversions from the major and minor arterials through the neighborhoods above present levels. They've started to look at things like turn restrictions. Additional modeling needs to be done to forecast where and under what conditions such diversions might try to take place.

Ms. Squitieri said that she agrees with the way this has been designed and agrees with sending the Groups 1 and 2 recommendations to the Council. Regarding the Group 2 improvements, she said that she has some concerns about what speed tables might mean for emergency vehicles.

With respect to consultant recommendations for improvements G, C, E, and F, Mr. Garahan moved that the Transportation Commission:

1. Adopt the report of the Mobility and Traffic Calming Working Group; and
2. Forward this report to the City Council; and
3. Recommend to the City Council that it take any actions necessary to direct City staff to proceed with preliminary engineering for Item G – traffic signals at the intersections of Third and Fourth Streets at F Avenue; and to:
    a. Procure required outside consulting engineering services, specifically including analyses to identify solutions that will limit diversion of traffic to existing levels from the major/minor arterials on to collector/local streets;
    b. Maintain ongoing and close liaison by City staff with Caltrans to ensure coordination, feedback and other actions necessary to obtain permits and other agreements that would be required to effectuate the improvements;
    c. Establish a formal and ongoing public involvement process (with TAF and other interested community groups) to ensure that those most affected by the improvements receive timely updates and have opportunities to provide input and feedback; and
    d. Prepare a timeline showing a project schedule with critical path activities and due dates, with staff providing monthly updates to the CTC and City Council.
    e. Direct that the CTC continue to monitor developments in the Third and Fourth Streets corridor as well as the progress of the implementation of these traffic signals; report its findings to staff and the City Council on a regular basis; and continue to assess the merits of Items C, E, and F in Group 3 with the possibility of recommending selected implementation actions to the City Council in the future.

Mr. Aronson seconded the motion and Mr. Garahan then asked for public comment.

Nigel Barker, 1313 Third Street, noted that there's a light at Third and B in Group 1 and a cul-de-sac at Third and Pomona in Group 3, one of which was recommended and one wasn't. He thinks the two are linked; if you're going to recommend lights at Third and B, you need to recommend a cul-de-sac just to the east of those lights, where Third joins Pomona.

Toni McGowan, 715 Third Street, can tell by tone of the meeting that the CTC worked really hard and she's grateful for the extra time and effort put into this. She really feels like there's leadership now and she appreciates it.

Bill Kennedy, B Avenue resident, said this session has been very enlightening. He appreciated the comment about not diverting any traffic into the neighborhoods. He is perplexed that the enforcement component of managing traffic is not addressed in the report. It seems to be engineering solutions – signs, bumps, and lights. He doesn't think that can be all of it and trusts that it will be addressed in some way. Regarding the comment about the traffic volume on B, even though it's very preliminary, it strikes him how important it is to actually look at what's really happening on those streets because the traffic in some places is bikes and trucks and in other places it's not. He'd like the CTC to look at that and make sure it's addressed because the closer you get to the City core the more you have all kinds of traffic that impacts the neighborhoods. Third and B continues to bother him. He understands the interest in having a light, but his sense of the problem at Third and B is line of sight and he'd be happy to take anyone on the CTC out there and show them why he's concerned for bicyclists and pedestrians as they approach from the south to the north across that intersection. For most of it, you can't see it until you're within a very short distance of the intersection. He'd like to see this become a focus. He'd also like to invite the CTC to involve the southeast quadrant because he thinks it would help the CTC understand their issues as well. The earliest time some specifics as to what the engineering analyses will be would really help the conversation as we go forward.

Fern Nelson said she appreciated the CTC's work. She spoke about the slurry seal project mentioned earlier. She wants to make sure that when people get noticed about the project they're given information as to whether their street is getting bike lane markings. In terms of the speed survey, she thinks the issue is whether we can get the traffic slower – if we could do that with enforcement or any other method – and then have Caltrans re-do the survey. Otherwise, she agrees that the speed survey will be just the same. Regarding the Gateway project, when the boulevard was suggested there was much talk about a pedestrian overpass. She added that there were only 35 people at that meeting, so even though there were 137 responses to the on-line survey, she thinks there must be some way to reach out City-wide. People just aren't engaged in this and once a decision has been made, it will be a big event. She knows that Caltrans made the City cut back the curb extensions that are on B and elsewhere and she's not sure if this is going to be the case again, but if it is, the curb extensions aren't working and they have actually made the side streets worse because there's now one lane instead of two; where cars could go straight across the intersection in one lane and another car could turn right from the other lane, now they're all backed up. They haven't helped the pedestrians and they've made the side streets actually worse.

Following public comment, Mr. Aronson seconded the motion and it passed unanimously, with Mr. Tato recused.

After the vote on the first motion, Mr. Tato returned to the dais in the Council Chambers.

Mr. Garahan made a second motion that the Transportation Commission:

1. Adopt the report of the Mobility and Traffic Calming Working Group; and
2. Forward this report to the City Council; and

3. Recommend to the City Council that it take any actions necessary to direct City staff to proceed with preliminary engineering for the projects contained in Group 1 (except Item G, which was addressed in the first motion) and Group 2 contained in the Working Group report, including:
   a. Procure required outside consulting engineering services, specifically including analyses to identify solutions that will limit diversion of traffic to existing levels from the major/minor arterials on to collector/local streets;
   b. Maintain ongoing and close liaison by City staff with Caltrans to ensure coordination, feedback and other actions necessary to obtain permits and other agreements that would be required to effectuate the improvements;
   c. Establish a formal and ongoing public involvement process (with TAF and other interested community groups) to ensure that those most affected by the improvements receive timely updates and have opportunities to provide input and feedback;
   d. Prepare a timeline showing a project schedule with critical path activities and due dates, with the staff providing monthly updates to the CTC and City Council;
   e. Direct that the CTC continue to monitor developments in the Third and Fourth Streets corridor as well as the progress of the implementation of the Groups 1 and 2 improvements; report its findings to staff and the City Council on a regular basis; and continue to assess the merits of the Group 3 (except Items C, E, and F, except were addressed in the first motion) and Group 4 improvements with the possibility of recommending selected implementation actions to the City Council in the future.

Mr. Van Rooy seconded the motion and it passed unanimously.

8. PROJECT REPORTS UPDATE: Mr. Tato provided an update on the Gateway project. There is a new survey at www.coronadogateway.com and he encouraged people to take it. It will run until July 4. There was a second workshop and the consultant presented six design alternatives. They are expecting to finalize the concept that they would put forward by the end of August. He suggested that the consultant come to the July CTC meeting and speak specifically about the traffic calming attributes of each of the solutions. What they presented are really illustrations of the character of what each of the alternatives would look like, but they don't describe how they would calm traffic. Mr. Walton said he'd look at the consultant's project scope; this sounds like an additional task that would have to be negotiated. He also reminded Mr. Tato that the consultant's work is at a very conceptual level and they may not be able to drill down into that level of detail to provide specific answers as to speed reduction. Mr. Tato said traffic calming is at the top of the list of concerns expressed by people who have responded to the surveys and went to the workshops.

Mr. Tato said the consultant's process was to get feedback from the City; the second step was to get to the point of going from six down to one solution; and the third step is embellishing that one solution with different architectural features, art, water features, etc.

9. PROPOSED ITEMS FOR FUTURE AGENDAS:

10. FUTURE MEETINGS: July 9, August 13, September 10.

11. ADJOURNMENT: The meeting adjourned at 5:05 p.m.

Patrick Garahan

Patrick Garahan, Chair

Nancy Reynolds

Nancy Reynolds, Recording Secretary

REPORT TO THE CORONADO TRANSPORTATION COMMISSION
REGARDING THE THIRD AND FOURTH STREETS TRAFFIC CALMING STUDY
(includes pro and con analysis)

Note: Anticipated daily traffic projects contained in the Report to the Coronado Transportation Commission regarding the Third and Fourth Streets Traffic Calming Study are "rule-of-thumb" projections based on anticipated peak hour traffic and are assumed to be the worst case scenario. More accurate traffic projections would be developed in the preliminary engineering phase if the City Council elects to move forward with a project based on the recommendations contained within the Study.

REPORT TO THE CORONADO TRANSPORTATION COMMISSION REGARDING THE THIRD AND FOURTH STREETS TRAFFIC STUDY

ISSUE: Whether to receive the report and provide direction to staff.

RECOMMENDATION: Receive the report and provide direction to staff regarding any additional study or public outreach including neighborhood and/or community service organizations meetings. Bring report back to the Transportation Commission for consideration once any additional study or public outreach has been completed.

FISCAL IMPACT: There is no fiscal impact in receiving the report. Fehr and Peers was contracted to perform the study with a contract amount of $50,000. These funds have been exhausted except for a small amount of money retained for the final presentation to the City Council. The cost to advance this conceptual plan to the preliminary engineering phase is approximately $130,000 (environmental reviews). If fully engineered and constructed the estimated cost of the Consultant's recommendation is $3.32 million dollars.

CEQA: An analysis under the California Environmental Quality Act will be required once the scope of the improvements is determined.

PUBLIC NOTICE: Parties who have provided their email addresses at previous workshops or have submitted comments were notified of the meeting.

BACKGROUND: Based on a request from the Transportation Commission (CTC), City Council authorized staff to retain a consultant to perform a study of the Third and Fourth Street corridor and make recommendations on improvements that could help reduce vehicle speeds to the posted 25 miles per hour, improve mobility and safety, and reduce congestion. Engineering staff issued a "Request for Proposals" and awarded a contract to Fehr and Peers to perform the study. Fehr and Peers conducted two public workshops and two on-line surveys to gauge the community's concerns regarding corridor traffic and reactions to potential solutions. Three alternative conceptual plans were developed: (1) Alternative with a traffic signal focus; (2) alternative with a traffic calming focus; and (3) alternative with a pedestrian/active transportation focus. After analyzing each of the alternatives, gauging their effectiveness in dealing with auto performance, pedestrian and bicycle access and circulation, safety enhancement and quality of life measures, Fehr and Peers developed a recommendation consisting of 26 elements to be considered for advancement – from the conceptual plan to preliminary engineering. This preliminary engineering phase would start to look at design criteria such as warrants, drainage, alignments, etc.

ANALYSIS: Fehr and Peers provided a recommendation for a conceptual corridor system that would provide a comprehensive approach to calming traffic, improving mobility and enhancing safety. Each element in the system augments other elements. Although the study looked at the corridor and the conceptual improvements as a system, each element can be looked at individually; however, in doing so, the synergy of the elements working together systematically is lost.

The following analysis looks at each element proposed in the study; identifies the "pros" and "cons" associated with each improvement at the proposed location and identifies if that particular improvement can work independently or should be considered in association with other elements.

1. *Traffic Signal at Fourth Street and Alameda Boulevard*

Pros	Cons
• Provides breaks in Fourth Street traffic which would aid north/south crossings • Provides protected north/south crossing at Alameda Boulevard • Provides protected pedestrian crossings across both Fourth Street and Alameda Boulevard • If combined and sequenced with other downstream signals, signal progression could be set to move vehicle platoons at 25 mph • Alameda Boulevard is classified as a Minor Arterial	• May receive neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May cause additional delay on NASNI • Was previously rejected by City Council

The traffic signal proposed at Fourth and Alameda could be installed independently of other improvements; however, the traffic calming effects of a 25 mph progression would not be as realized.

2. *Raised crosswalk with Rectangular Rapid Flashing Beacon (RRFB) at Fourth Street and I Avenue with bulb-out curb extensions*

Pros	Cons
• Improves pedestrian visibility • Designed for 25 mph speed • Narrows roadway and distance pedestrians must cross	• Creates additional noise • Design must consider drainage • May lose on-street parking spaces • Not well received by motorists with low profile vehicles

The raised crosswalk and RRFB on Fourth Street at I Avenue should be used in conjunction with the raised crosswalk proposed at Third Street and I Avenue to improve pedestrian crossing of the SR-282 couplet.

3. *Raised crosswalk with Rectangular Rapid Flashing Beacon (RRFB) at Fourth Street and H Avenue with bulb-out curb extensions*

Pros	Cons
• Improves pedestrian visibility • Designed for 25 mph speed	• Creates additional noise • Design must consider drainage

• Narrows roadway and distance pedestrians must cross	• May lose on-street parking spaces • Not well received by motorists with low profile vehicles

The raised crosswalk at this location should be considered in association with the proposed traffic signal at Third Street and H Avenue and intersection modifications on Palm Avenue at Third Street.

4. Removal of the marked crosswalk at Fourth Street at G Avenue

Pros	Cons
• Shifts pedestrians to H Avenue where signal is proposed at Third Street.	• Pedestrians may not walk a block out of their way to go to the raised crosswalk at H Avenue

Removal of the marked crosswalk should be done in conjunction with the traffic signal at Third and H and raised crosswalk at Fourth Street and H Avenue.

5. Intersection modifications to Palm/G Avenues and Fourth Street

Pros	Cons
• Creates a standard four leg intersection with standard 90 degree angles • Reduces/eliminates pedestrian crossing distance of Palm Avenue • Provides additional opportunity for landscaping • Lessens vehicle exposure to the adjacent park • Reduces turning speeds onto/off of Palm Avenue	• Prevents access across Fourth Street from Palm Avenue in both directions • Design alters access to some private residences

The intersection modifications to Palm/G Avenue could be considered independently.

6. Traffic Signal at Fourth Street and F Avenue

Pros	Cons
• Provides breaks in Fourth Street traffic which would aid north/south crossings • Provides protected north/south crossing at F Avenue • Provides protected pedestrian crossings across both Fourth Street and F Avenue, a designated school crossing	• May receive neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • F Avenue is classified as a local street

• If combined and sequenced with other downstream signals, signal progression could be set to move platoons of vehicles at 25 mph	

The traffic signal proposed at Fourth Street and F Avenue should be considered in combination with the signal proposed at Third Street and F Avenue to provide a controlled pedestrian crossing of the SR-282 couplet. F Avenue north of Sixth Street is a designated pedestrian route to and from the school campus. When combined with other signals proposed, this signal could help with the progression of platoons of vehicles at a 25 mph speed.

7. *"Keep Clear" pavement markings at Fourth Street and D Avenue*

Pros	Cons
• Reminds motorists to keep the intersection clear • Provides better north/south access during most congested periods	• Considered by some as unsightly and unnecessary

The "Keep Clear" pavement marking can be done independently of any other improvements.

8. *Curb extension/bulb-outs at Fourth Street and C Avenue*

Pros	Cons
• Improves visibility of the pedestrian • Shortens the distance pedestrian must cross while exposed to traffic • Narrows the roadway which can slow traffic	• May eliminate on-street parking • Design must consider drainage

The curb extension /bulb-out can be considered independently.

9. *Traffic Signal at Fourth Street and B Avenue*

Pros	Cons
• Provides breaks in Fourth Street traffic which would aid north/south crossings • Provides protected north/south crossing at B Avenue • Provides protected pedestrian crossings across both Fourth Street and B Avenue • If combined and sequenced with other downstream signals, signal progression could be set to move platoons at 25 mph • B Avenue is classified as a Collector Street	• Strong neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May increase traffic on B Avenue (projected at 1350 vehicles per day +/- between Third and Fourth Streets, 350+/- vehicles north of Third and 1000 vehicles +/- south of Fourth Streets)

A traffic signal on B Avenue at Fourth Street should be considered in combination with a traffic signal at B Avenue and Third Street to complete a protected crossing of the SR-75 couplet.

10. *Curb extension/bulb-outs at Fourth Street and A Avenue*

Pros	Cons
• Improves visibility of the pedestrian • Shortens the distance pedestrian must cross while exposed to traffic • Narrows the roadway which can slow traffic	• May eliminate on-street parking • Design must consider drainage

The curb extension /bulb-out on A Avenue at Fourth Street can be considered independently.

11. *Speed Table on Fourth Street between A and Pomona Avenues*

Pros	Cons
• Designed for 25 mph speed	• Creates additional noise • Not well received by motorists with low profile vehicles

The speed table can be considered independently.

12. *Curb extension/Bulb-outs with refuge island on Pomona Avenue at Fourth Street*

Pros	Cons
• Improves visibility of the pedestrian • Shortens the distance pedestrian must cross while exposed to traffic • Narrows the roadway which can slow traffic • Reduces turning speed from Fourth Street onto Pomona Avenue • Provides a pedestrian refuge	• May eliminate on-street parking • Design must consider drainage

The curb extension/bulb out on Pomona Avenue at Fourth Street can be considered independently.

13. Traffic Signal at Fourth Street and Glorietta Boulevard with partial cul-de-sac

Pros	Cons
• Provides bridge access to the northeast quadrant of the City including Tidelands Park, Marriott Hotel and the Coronado Hospital	• May cause increased traffic on Second Street and Glorietta Boulevard (projected at 1450 vehicles per day +/- on Second

• Signal timing could be adjusted for weekend volumes • Glorietta Boulevard is classified as a Collector Street	Street and 1600 vehicles per day +/- on Glorietta Blvd.) • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May have neighborhood opposition • Affects access to private property

A traffic signal at Fourth Street and Glorietta Boulevard can be considered independently.

14. *Roundabout at Third Street and Glorietta Boulevard*

Pros	Cons
• Controls traffic speeds along Glorietta Boulevard with stopping all vehicles	• Somewhat removed from the corridor

The roundabout may improve traffic flow along Glorietta Boulevard if used in conjunction with the traffic signal at Fourth Street and Glorietta Boulevard.

15. *Speed Table on Pomona Avenue between Fourth Street and Glorietta Boulevard at the split.*

Pros	Cons
• Designed for 25 mph speed	• Creates additional noise • Not well received by motorists with low profile vehicles

The speed table can be considered independently

16. *Speed Table on Fourth Street between A and Pomona Avenues*

Pros	Cons
• Designed for 25 mph speed	• Creates additional noise • Not well received by motorists with low profile vehicles

The speed table can be considered independently

17. *Intersection modifications to Glorietta Place at Pomona Avenue*

Pros	Cons
• Shortens the distance pedestrian must cross Glorietta Place while exposed to traffic • Narrows the roadway which can slow traffic	• Alters driveway access to three properties placing them onto the heavily traveled state highway

• Reduces turning speed from Pomona Avenue onto Glorietta Place	

The modifications to Glorietta Place can be considered independently

18. *Modifications to A Avenue at Pomona Avenue (prevents left turns from Pomona)*

Pros	Cons
• Eliminates the fast turning movement from Pomona Avenue to A Avenue • Eliminates queueing from Fourth Street back to Pomona Avenue	• Motorist will likely take B Avenue as an alternative; increasing volumes on B between Third and Fourth Streets

The modifications to A Avenue should be considered along with the traffic signals at Third and Fourth Streets at B Avenue.

19. *Intersection modifications (closing off Third Street) at Pomona (SR-75)*

Pros	Cons
• Eliminates the unorthodox maneuver of making a left turn onto B Avenue from Third Street (City controlled section) • Eliminates lane conflicts with the motorists crossing Third Street (SR-75) at B Avenue • Eliminates entering the state highway with poor visibility due to the acute angle of intersection from the City controlled section of Third Street	• Increase traffic volumes on A Avenue and Glorietta Boulevard • Makes alley in the 200 Block between A & B Avenues one-way

Modifications to the locally controlled portion of Third Street should be considered in association with the traffic signal at Fourth Street and Glorietta Boulevard to provide the NW quadrant better access to the bridge.

20. *Traffic Signal at Third Street and B Avenue*

Pros	Cons
• Provides breaks in Fourth Street traffic which would aid north/south crossings • Provides protected north/south crossing at B Avenue • Provides protected pedestrian crossings across both Fourth Street and B Avenue • If combined and sequenced with other downstream signals, signal progression could be set to move platoons at 25 mph	• Strong neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May increase traffic on B Avenue (350+/- vehicles north of Third)

• B Avenue is classified as a Collector Street	

A traffic signal on B Avenue at Third Street should be considered in combination with a traffic signal at B Avenue and Fourth Street to complete a protected crossing of the SR-75 couplet.

21. "Keep Clear" pavement markings at Third Street and C Avenue

Pros	Cons
• Reminds motorists to keep the intersection clear • Provides better north/south access during most congested periods	• Considered by some as unsightly

The "Keep Clear" pavement marking can be done independent of any other improvements; in fact, Caltrans has a work order to install the marking in the near future.

22. *Speed table on Third Street between D and E Avenues*

Pros	Cons
• Designed for 25 mph speed	• Creates additional noise • Not well received by motorists with low profile vehicles

The speed tables can be considered independently.

23. Traffic Signal on Third Street at F Avenue

Pros	Cons
• Provides breaks in Third Street traffic which would aid north/south crossings • Provides protected north/south crossing at F Avenue • Provides protected pedestrian crossings across both Third Street and F Avenue a designated school crossing • If combined and sequenced with other downstream signals, signal progression could be set to move platoons at 25 mph	• May receive neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May increase traffic on F Avenue (projected at 150 vehicles per day +/-) • F Avenue is classified as a local street

The traffic signal proposed at Third Street and F Avenue should be considered in combination with the signal proposed at Fourth Street and F Avenue to facilitate the crossing of the SR-282 couplet. When combined with other signals proposed, this signal could help with the progression of platoons at a 25 mph speed.

24. Traffic Signal at H Avenue on Third Street

Pros	Cons
• Provides breaks in Third Street traffic which would aid north/south crossings • Provides protected north/south crossing at H Avenue • Provides protected pedestrian crossings across both Third Street and H Avenue, a frequent school crossing • If combined and sequenced with other downstream signals, signal progression could be set to move platoons at 25 mph • H Avenue is classified as a Collector Street	• May receive neighborhood opposition • Some consider signals unsightly and too "urbanistic" for Coronado's small town atmosphere • May increase traffic on H Avenue (projected at 150 vehicles per day +/-)

The signal proposed at Third Street and H should be considered with the intersection modifications at Palm Avenue and Third Street; this is needed to for proper signal operation.

25. Intersection Modification on Palm Avenue at Third Street

Pros	Cons
• Creates a standard four legged intersection at 90 degree angles • Reduces/eliminates pedestrian crossing distance of Palm Avenue • Provides additional opportunity for landscaping • Lessens vehicle exposure to the adjacent park • Reduces turning speeds onto/off of Palm Avenue • Possible increase of on-street parking	• Prevents access across Fourth Street from Palm Avenue • Design alters access to some private residences

The modifications to Palm Avenue at Third Street can be considered independently; however, would be required if the signal at Third and H is advanced.

26. *Raised crosswalk with Rectangular Rapid Flashing Beacon (RRFB) at Third and I with bulb-out curb extensions*

Pros	Cons
• Improves pedestrian visibility • Designed for 25 mph speed • Narrows roadway and distance pedestrians must cross	• Creates additional noise • Design must consider drainage • May lose on-street parking spaces

The raised crosswalk and RRFB should be used in conjunction with the raised crosswalk proposed at Fourth Street and I Avenue to improve pedestrian crossing of the SR-282 couplet.

Conclusion: The Fehr and Peers study developed conceptual plans to address vehicle speeds, improve mobility and safety, and reduce congestion. Staff concurs that the consultant's recommended concept plan would achieve those goals. However, the conceptual plan also implements new traffic control and calming measures that will change traffic patterns along the corridor that will be seen as a benefit or burden depending on the neighborhood.

As this is only a conceptual plan additional engineering would be necessary to advance any of the elements to the preliminary engineering phase. Caltrans has reviewed the conceptual plans and has commented that many of the recommended elements require additional study and possible design exceptions. These additional studies would be part of the preliminary engineering phase. Currently, Caltrans has not made a determination if any of the elements would be allowed or disallowed on the state highway; they require more specific design information to make that determination.

ATTACHMENTS: A) Recommended Traffic Calming Plan Strip Map

Submitted by Engineering & Project Development/Walton

Third & Fourth Streets Recommended Concept Plan
BULB-OUT/
CURB
EXTENSION

5/14/15

CONSIDERATION OF APPOINTMENT TO FILL ONE VACANCY ON THE STREET TREE COMMITTEE

RECOMMENDATION: Appoint an individual to serve a three-year term to expire October 31, 2018.

FISCAL IMPACT: None.

CITY COUNCIL AUTHORITY: The Government Code provides that the Mayor is responsible for appointments to most commissions or committees, with the approval of the City Council. Appointment to a vacancy on a City commission, therefore, is a legislative action. Generally, "legislative" actions receive greater deference from the courts, and persons challenging a legislative action must prove that the decision was arbitrary, capricious, or unlawfully or procedurally unfair.

PUBLIC NOTICE: This vacancy was advertised in the *Coronado Eagle & Journal* on August 12 and 19, 2015. Notices were posted at City Hall, the Public Library, and on the City website.

BACKGROUND: City of Coronado Administrative Procedure #204 and Council policy limits the time an individual may serve on a board or commission to a maximum of two terms or eight years, whichever is less. City Council Policy #23 sets forth the process for reappointing an eligible incumbent on a City board, commission or committee.

Committee member Caroleen Williams has served on the committee for two full terms, and is not eligible for reappointment.

The following individual has submitted an application for the City Council's consideration:

Steven Kim Moreno

ALTERNATIVE: Decline to make an appointment at this time and direct the City Clerk to advertise for additional applicants.

Submitted by City Clerk/Clifford
Attachment: Application

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	NA	JNC	MLC	NA	NA	NA	NA	NA	CMM	NA

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RECEIVED

SEP 25 2015

OFFICE OF CITY CLERK
CITY OF CORONADO

CITY OF CORONADO, CALIFORNIA

APPLICATION FOR COMMISSION, COMMITTEE, OR BOARD

The purpose of this application is to provide the Mayor and members of the City Council with background information on persons who wish to serve on a board, commission or committee of the City. Persons appointed must be citizens of the United States; an elector of the City; and if appointed, must reside in the City of Coronado throughout their tenure of office.

9-22-2015
(Date of application)

Steven Kim Moreno
(Full Name, please print)

267 F Avenue Coronado CA 92118
(Home Address) (Mailing Address)

619 772-4282 morenado@att.net
(Home Phone\Business Phone) (Email Address)

retired
(Indicate business, profession or occupation)

Please refer to previously-submitted resumé
(Educational qualifications, optional)

" " "
(Professional experience, optional) Please give a brief resume of your qualifications on page 2

Streets tree Committee.
(Indicate choice of board, commission or committee)

Steven Moreno
(Signature)

NOTE #1: Applicants must be United States citizens, registered to vote in the City of Coronado, and must have a residency fixed within the boundaries of the City of Coronado. All appointees must successfully pass a state mandated ethics training course biennially. The members of certain boards and commissions are also subject to financial disclosure reporting required by the Fair Political Practices Commission.

NOTE #2: This application will remain on file for one year from the date of submission.

AN APPLICATION ON FILE IN THE CITY COUNCIL SERVICES OFFICE IS A PUBLIC DOCUMENT.

Steven Kim Moreno
(Full Name)

Provide a brief resume of qualifications on this page or attach Resume or CV:

Please refer to previously-submitted resumé.

RECEIVED

SEP 14 2015

OFFICE OF CITY CLERK
CITY OF CORONADO

KIM MORENO
267 "F" AVENUE
CORONADO CA 92118

September 8, 2015

Mary L. Clifford, City Clerk
Coronado City Hall
1825 Strand Way
Coronado, CA 92118

RE: VACANCY, STREET TREE COMMITTEE

Dear Ms. Clifford,

I would like to share my interest in the upcoming vacancy occurring on the City of Coronado Street Tree Committee.

I have enclosed my resume of qualifications and background, including work in public government, owner and manager of a commercial bonded winery and vineyard, academic studies in viticulture and biology and membership in local scientific botanical societies.

Thank you for your consideration!

Respectfully submitted,

Steven KIM Moreno

encl

STEVEN KIM MORENO
267 "F" AVENUE
CORONADO CA 92118
morenado@att.net
619 772-4282

COMMITTEE ASSIGNMENT SOUGHT:

Street Tree Committee commencing October 2015

EDUCATIONAL BACKGROUND:

BA University of Idaho, minor in Biology

Masters of Public Administration Idaho State University

Graduate, San Diego Management Academy

Graduate, Piedmont College, Charlottesville VA
Viticulture and Enology Program

PERTINENT PROFESSIONAL EXPERIENCE:

30 years professional and management experience in local, state and Federal Agencies and the Courts. Last professional position prior to retirement: Chief Clerk, US Bankruptcy Court, Harrisonburg VA

OWNER / MANAGER / VITICULTURIST:

Neala Estate Vineyard LLC Madison County VA
State and Federal Bonded Winery
www.nealawine.com

CURRENT ACTIVITIES AND ASSIGNMENTS:

Previous President and Board Member of Scientific Society: San Diego Mycological Society, with specific interest in mycorhizal relationships between fungi and trees, San Diego Botanical Assoc.

Free-lance writer, Historic researcher, composer and musician. Recently-completed works:

THE ANGEL OF EVER EVER ©2008 three-act musical stage play
MONTEREY ROAD/ (The Ballad of Johnny Law)©2011-two-act musical stage play
MORGAN MANOR ©2013-two-act stage and screenplay

LOCAL ASSOCIATIONS:

Coronado Art Group
San Diego Songwriters
Member of LOCAL musical ensemble "Adella Lane"

PERSONAL INFORMATION:

Coronado resident from 1971, Coronado homeowner since 1985
Married with two children who attended Coronado schools
3 grandchildren runner yoga

Veteran, US Navy

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CONSIDERATION OF APPOINTMENT TO FILL TWO VACANCIES ON THE PARKS AND RECREATION COMMISSION

RECOMMENDATION: Appoint two individuals from the list below to serve out the remainder of the two current terms, both of which expire January 31, 2017.

FISCAL IMPACT: None.

CITY COUNCIL AUTHORITY: The Government Code provides that the Mayor is responsible for appointments to most commissions or committees, with the approval of the City Council. An appointment to vacancies on City commissions, therefore, is a legislative action. Generally, "legislative" actions receive greater deference from the courts, and persons challenging a legislative action must prove that the decision was arbitrary, capricious, or unlawfully or procedurally unfair.

PUBLIC NOTICE: A vacancy notice was published in *The Coronado Eagle & Journal* on July 1 and 8, 2015. Notices were posted at City Hall, the Public Library, and on the City website.

BACKGROUND: The Coronado Municipal Code and City Council Policies #6 and #23 set forth the appointment process to fill vacancies or re-appoint eligible incumbents to City boards, commissions, or committees, and set a limit on the time an individual may serve to a maximum of two terms or eight years, whichever is less.

ANALYSIS: Commissioner Jeff Alison III resigned his position in September 2015. There are one and one-half years remaining in his term. Dr. Suzanne Popp, who was appointed on August 18, 2015, to fill the remaining one and one-half years of Scott Chasin's first term, has decided not to accept the position. In her email to the City Council, she stated her belief that there are conflicts of interest which preclude her from serving.

The following individuals had submitted an application for the Council's consideration when Mr. Chasin's seat was available. They have indicated their continued interest in serving on this commission.

Norman C. Funk
Grace C. Lowenberg
Akshay Sateesh

ALTERNATIVE: Decline to make an appointment and direct the City Clerk to advertise for additional applications.

Submitted by City Clerk/Clifford
Attachments: 1. Norman Funk email dated September 15, 2015
2. Grace Lowenberg application
3. Akshay Sateesh application

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	NA	JNC	MLC	NA	NA	NA	NA	NA	NA	RAM

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Clifford, Mary

From: Norman Funk <ncfunk@sbcglobal.net>
Sent: Tuesday, September 15, 2015 7:37 AM
To: Clifford, Mary
Subject: Notice To Rescind CAC and Re-apply for the Parks & Recreation Commission

Dear Mary,

Please consider this communication as my notice to rescind my application for the Coronado Cultural Arts Commission and a notice to re-apply for a position on the Parks & Recreation Commission.

Although, I was impressed with the extensive work and success the CAC has brought to our community, I believe my proactive lifestyle and commitment to many of the existing recreational services would allow me to be more effective as a Parks & Recreation Commission member.

I understand that I may not be selected for the Parks & Recreation Commission but I still would like to re-apply for the following reasons;

I am very actively involved with many of the recreational services offered here in Coronado. Tennis, Golf, Pickle Ball, Cycling, Yoga, Kayaking and just about anything else that supports my active lifestyle.

Also, as a small business owner, my business coupled with my participation in these recreational activities keeps me in touch with my fellow citizens and active adults, whether long term residents, seasonal residents or visitors.

My extensive business background has shown me how to approach new ideas by doing my homework through research and being informed. My problem solving skills are defined by listening, reasoning and coming up with solutions.

Fiscal Responsibility - I know the importance of diverse recreational activities to a community but also understand the importance of fiscal responsibility as applied to revenue generation and profit centers to pay for services offered.

I am proud of our Parks and Recreational Activities here in Coronado. Our facilities are unequaled in standard or beauty with a back drop of one of the most beautiful communities in the United States, Coronado.

Kind Regards,

Norm Funk

Norman C. Funk
Segway Of Coronado
1050 "B" Avenue
(Behind Bank Of America Off Orange Avenue)
Coronado, CA 92118
Tele: 619-694-7702
email: ncfunk@sbcglobal.net
Web: www.segwayofcoronado.com

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RECEIVED

SEP 16 2015

OFFICE OF CITY CLERK
CITY OF CORONADO

CITY OF CORONADO, CALIFORNIA

APPLICATION FOR COMMISSION, COMMITTEE, OR BOARD

The purpose of this application is to provide the Mayor and members of the City Council with background information on persons who wish to serve on a board, commission or committee of the City. Persons appointed must be citizens of the United States; an elector of the City; and if appointed, must reside in the City of Coronado throughout their tenure of office.

September 15, 2015
(Date of application)

Grace C. Lowenberg
(Full Name, please print)

2 Half Moon Bend Coronado, CA 92118
(Home Address) (Mailing Address)

(619) 823-3838 gclowenberg@gmail.com
(Home Phone\Business Phone) (Email Address)

Retired attorney
(Indicate business, profession or occupation)

Please see attached.
(Educational qualifications, optional)

Please see attached.
(Professional experience, optional) Please give a brief resume of your qualifications on page 2

Parks & Recreation Commission
(Indicate choice of board, commission or committee)

Grace C. Lowenberg
(Signature)

NOTE #1: A member of the Board of Appeals, Design Review Commission, Library Board of Trustees, Planning Commission, and Port Commissioner, must file a Financial Disclosure Statement upon appointment, annually, and upon termination of office.

NOTE #2: This application will be retired at the end of calendar year and a letter will be sent to you to determine if you are still available to serve. A new list will be prepared from those persons who resubmit their applications plus from those who apply from news releases in the press.

AN APPLICATION ON FILE IN THE CITY COUNCIL SERVICES OFFICE IS A PUBLIC DOCUMENT.

Grace C. Lowenberg
(Full Name)

Provide a brief resume of qualifications on this page or attach Resume or CV:

I live at 2 Half Moon Bend in the Coronado Cays. My family moved to Coronado almost two years ago after living in East County for over 20 years. We feel very fortunate to live in this beautiful city.

Over the years, we have enjoyed many of the outdoor and recreational activities the City has to offer. We are an active family, enjoying bike riding, kayaking, stand up paddle, ballroom dancing, outdoor concerts, fitness classes, and the like.

I recently retired after 30 years of practicing law. I spent the last 24 years in public service working for the City of San Diego as a Deputy City Attorney. There, I developed an appreciation for how hard city staff works and a long track record of working collaboratively with staff to advance and achieve various objectives. I also grew to understand the myriad issues that confront municipalities, including fiscal constraints.

During that time, I also volunteered at my son's school. I served on the school advisory board at Our Lady of Grace Catholic School in El Cajon for 3 years. In addition, I served as co-chair of the school's development committee for 9 years, during which time we raised funds for and renovated an old building to add library and office space.

When my son attended Coronado High School, he was in the NJROTC program for 4 years. My husband and I volunteered at just about all of the ROTC events, from working on the community clean-ups to chaperoning military ball. I also managed the NJROTC spirit gear and apparel program for a couple of years. I very much enjoyed my volunteer work.

Now that I'm retired, I would like to continue contributing to my community by volunteering for a city board or commission. I'm very interested in serving on the Parks & Recreation Commission. I think I have some skills that might be useful and some ideas to share.

Thank you for considering my application.

AN APPLICATION ON FILE IN THE CITY COUNCIL SERVICES OFFICE IS A PUBLIC DOCUMENT.

Grace C. Lowenberg

2 Half Moon Bend
Coronado, CA 92118
gclowenberg@gmail.com
(619) 823-3838

EDUCATION

LOYOLA LAW SCHOOL, Los Angeles, California
Juris Doctor Degree, June 1984
Class Rank: Top 8%

CALIFORNIA STATE UNIVERSITY NORTHRIDGE,
Bachelor of Science Degree, Magna Cum Laude, June 1980
Business Administration - Accounting GPA 3.79 (4.00 scale)

EXPERIENCE

11/90-09/14 OFFICE OF THE CITY ATTORNEY, San Diego, CA

04/01-09/14: Deputy City Attorney, Civil Division – Supervised and mentored junior attorneys in Public Works and Public Services Units. Designated Legal Advisor to the Environmental Services Department and Executive Team member. Regularly appeared before City Council and Council committees; represented City before the RWQCB, CalRecycle, APCD, DEH, and LEA; provided legal advice to various City Task Forces; drafted ordinances; responsible for legal research, drafting formal opinions, and providing legal advice on variety of topics; negotiated and drafted settlement agreements, legal instruments, and contracts with private contractors, regulatory agencies, and state and local governments; drafted City Council policies and administrative regulations. Represented City in court in various civil lawsuits. Supervised outside counsel.

09/95-04/01: Deputy City Attorney, Consumer and Environmental Protection Unit - Prosecuted numerous consumer fraud and environmental crimes cases including anti-competition violations and unlawful disposal of hazardous wastes. Conducted training for Environmental Services Dept., County Dept. of Environmental Health, and Harbor Police in the investigation of environmental crimes.

11/90-09/95: Deputy City Attorney, Criminal Division - First chair jury trial experience in numerous criminal cases. Responsible for the supervision and training of junior deputies. Prepared and taught in-house writing seminars. Coordinated with police and court staff to enhance criminal prosecution. Instructor for report writing seminar at the San Diego Police Academy.

12/88-10/90 LUCE, FORWARD, HAMILTON & SCRIPPS, San Diego, CA
Litigation Associate - Second chair jury trial experience in major construction defect cases. Primary responsibility for strategy, discovery, and trial preparation in various general business litigation matters. Supervised research and edited legal writing by junior associates. Participated in firm recruiting program.

11/85-11/88 LOCKE PURNELL RAIN HARRELL, Dallas, TX
Litigation Associate - Experience in all phases of commercial litigation practice including planning, conducting, and responding to discovery. Member of Professional Employment Commitment. Speaker and author for State Bar of Texas seminar on Evidence in Business Litigation. Participation in North Texas Legal Aid Clinic. Worked with Texas Rangers to investigate major crime ring at client department stores. Represented inmate at Huntsville State Prison in 8th Amendment case.

08/84-08/85 FEDERAL DISTRICT COURT, N. DISTRICT OF TEXAS, Dallas, TX
Judicial Clerk to the Honorable A. Joe Fish - Responsibilities included reviewing and recommending action regarding pretrial motions, legal research, drafting opinions, preparing jury charges, preparing conclusions of law and findings of facts, and conducting pretrial conferences.

INTERESTS

Hiking, Biking, Stand Up Paddle, Kayaking, Ballroom Dancing, Yoga, Pilates, Cooking

VOLUNTEER WORK

1997 - 2000 Member of School Advisory Council at Our Lady of Grace Catholic School in El Cajon

1998 - 2006 Co-Chair of Development Committee at Our Lady of Grace Catholic School in El Cajon

2006 - 2010 Volunteer at numerous events sponsored by Coronado High School NJROTC program (Ex. Community Clean-ups, Military Ball, Mini-Boot Camp, Drill Meets, etc.)

2008 - 2010 Organized the purchase & sales of spirit gear and apparel for Coronado High School NJROTC program

2014 - Present Member of FOCUS

2015 Chair of Jamaica Village Planning & Priorities Committee

RECEIVED

JUL 14 2015

OFFICE OF CITY CLERK
CITY OF CORONADO

CITY OF CORONADO, CALIFORNIA

APPLICATION FOR COMMISSION, COMMITTEE, OR BOARD

The purpose of this application is to provide the Mayor and members of the City Council with background information on persons who wish to serve on a board, commission or committee of the City. Persons appointed must be citizens of the United States; an elector of the City; and if appointed, must reside in the City of Coronado throughout their tenure of office.

July 14, 2015
(Date of application)

AKSHAY SATEESH
(Full Name, please print)

1510 Ynez Place, Coronado, CA 92118
(Home Address) (Mailing Address)

619-512-7384 akshaysateesh@gmail.com
(Home Phone\Business Phone) (Email Address)

Leadership Development Consulting
(Indicate business, profession or occupation)

B.S.E, M.S.E. Bioengineering, M.A. Leadership Studies
(Educational qualifications, optional)

Business Development Medical Device, Entrepreneur of Playful Leadership Consultancy
(Professional experience, optional) Please give a brief resume of your qualifications on page 2

Parks & Recreation Commission Member
(Indicate choice of board, commission or committee)

(Signature)

NOTE #1: Applicants must be United States citizens, registered to vote in the City of Coronado, and must have a residency fixed within the boundaries of the City of Coronado. All appointees must successfully pass a state mandated ethics training course biennially. The members of certain boards and commissions are also subject to financial disclosure reporting required by the Fair Political Practices Commission.

NOTE #2: This application will remain on file for one year from the date of submission.

AN APPLICATION ON FILE IN THE CITY COUNCIL SERVICES OFFICE IS A PUBLIC DOCUMENT

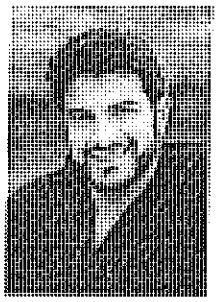
AKSHAY SATEESH
(Full Name)

Provide a brief resume of qualifications on this page or attach Resume or CV:

- led Project and Business Development teams in corporate America for 7 years in operations capacity
- currently as a Consultant, am skilled in listening to community/client's needs and engaging voices to take action if needed
- expert on Applied Play to build teams and collaborative work environments for last 7 years
- interest and passion in creating and sustaining playful and thriving spaces for community-building and connection

Please see attached Bio and resume for more details.

ZIKSANA
play to learn. learn to lead.



Akshay Sateesh

Experience

For 7 years, Akshay was a Business Development Manager and Project Leader at an incubator at DuPont BioMedical (Applied Biosciences), where he led product development teams to launch medical device implants for surgeries. During his career at DuPont, he led two product development teams through Phase I and II animal studies, and developed collaborative partnerships to take the medical devices to market. His passion for leading others jumpstarted his innovative approach to leadership development.

In 2008, Akshay founded Ziksana Consulting, a leadership development firm dedicated to combining experiential learning with the science of play. He has facilitated programs in leadership development, innovation, and team dynamics for adults and children in the U.S., Malaysia, Singapore, Cambodia, India, and South Africa. His experiences have included a wide variety of industries like healthcare companies, hi-tech organizations, hospital systems, consulting firms, universities, and non-profit organizations.

Akshay also collaborates with schools to develop life skills and character development curriculums, exposing children and teachers to self-awareness, empathy, and leadership. He has also worked with children with autism and Down's syndrome by using theater as therapy to aid in their abilities to express emotions and thoughts.

Current Role

Akshay is the Founder and Chief Play Guru of Ziksana Consulting and serves as a Faculty Trainer with the Center for Creative Leadership.

Background

Akshay Sateesh was born in India, was raised in Malaysia, and now lives in San Diego. Akshay holds a Bachelor and a Master of Science in Bioengineering from the University of Pennsylvania, and completed a Master's in Leadership Studies at the University of San Diego, focusing on Organization Development and Group Dynamics.

Akshay has been a professional improvisation actor since 2003. He is a founding member of the Philadelphia N-Crowd, a short-form improvisation group that performs weekly in Philadelphia and performed professionally with the Stage Monkeys of San Diego for 4 years. Akshay loves photography, playing tennis, diving, and ice cream sandwiches.

AKSHAY SATEESH

akshay@ziksanaconsulting.com
(619) 354-8326

Ziksana Consulting, Coronado, California **June 2008 - Present**

Founder & Playful Learning Enthusiast

- Designed and delivered experiential leadership programs in the US, South Africa, Cambodia, Malaysia, Singapore, and India using a new approach using Applied Play to implement behavioral and organizational change. All workshops are run without the use desks to facilitate presence and learning.
- Designed, developed, and implemented several module concepts such as appreciative listening, effective communication, resolving conflicts, having an authentic brand, developing relationships, and influencing others without authority. Created custom workshop interventions and leadership development programs for firms like Bank of America, Vanguard Public Relations, DuPont MLDP, Center for Creative Leadership, LEAD San Diego, Deloitte Consulting, USS Midway, and more.
- Improved learning and retention of Sharp Healthcare values for volunteers at orientation training. Retention is observed in interviews conducted post orientation (up to 4 weeks); most volunteers refer to the experiential exercises to describe Sharp values in comparison with traditional talking points presented in slides.
- Keynote speaker and experience design of Healthcare Alliance San Diego 2013, Qualcomm APSS Director's retreat 2013. Designed and facilitated playful experiences with innovation and creativity for up to 150 conference attendees. Facilitated multiple exercises among various non-profit organizations, leading to ideas
- Collaborated with several organizational universities like LEAD San Diego, UCSD Health System, and UCSB Gaucho University, to create an experience in which leadership theory on communication and collaboration come alive. Facilitated various team retreats and strategy sessions for teams.
- *Adjunct Positions:*
  - Adjunct Faculty member at the Center for Creative Leadership for the last two years, teaching Leadership Fundamentals and Maximizing Leadership Potential to emerging leaders.
  - UC San Diego Staff Education Trainer in open enrollment courses, 'Collaborate With Ease', and 'Lead with Style'.
  - UC Santa Barbara Gaucho University Trainer for emerging leaders and individual contributors. Co-design experiential workshops with other Facilitators to include themes from modules like 'Change and Innovation', 'Crucial Conversations', and 'Managing Generational Differences'.
- Founded Ziksana Kidz, dedicated to teaching children life and character development skills like leadership, teamwork, understanding empathy, and resolve conflicts. Co-created team-building rubrics with teachers to measure and assess a team's and individual's performance in team challenges. Currently contracted with Francis Parker School for life skills coaching, and summer school faculty for "Lead, Communicate, and Collaborate With Laughter'. Conducted workshops in Cambodia, South Africa, & India.

DuPont BioMedical, Wilmington, Delaware **Jan 2003 – Aug 2009**
Project Leader, Business Development Manager

- *Leadership* – Core team leader for (1) ocular surgical sealant to be launched in 2011, (2) general arterial closure device to be launched in 2009. Coordinating teams' activities in research, product development, pre-clinical trials, regulatory approval for both PMA and 510K applications, and operations. Led teams through pre-clinical phase review under PACE process to secure additional resources and strategic commitment toward commercialization.
- *Execution* - Organized expert panels comprising of academic and practicing surgeons to design product concepts and identify unmet needs for wound closure in ophthalmology and general surgery. Developed relationship with Johns Hopkins University to conduct proof of concept studies for a portfolio of ophthalmology indications. Engaged CROs to design GLP animal studies for an ocular surgical sealant and general arterial closure device.
- *Strategy* – Key member of strategy team to develop long-term medical strategy for DuPont BioMedical. Liaised with market research personnel and consultants to develop appropriate market intelligence to guide business strategy.
- *Deals* – Lead efforts to secure a joint development agreement for ocular surgical sealants; in discussions with large and small players in ophthalmology. Participated in negotiations teams to successfully secure technology licenses and joint development agreements for applications in industrial biotechnology.

EDUCATION

University of San Diego, San Diego, California
School of Leadership and Education Sciences

- Master of Arts in Leadership Studies, August 2014

University of Pennsylvania, Philadelphia, Pennsylvania
School of Engineering and Applied Science – Major: Bioengineering, Concentration: Entrepreneurship

- Master of Science in Engineering, August 2002
- Bachelor of Science in Engineering, May 2001

PERSONAL

- Professional Improvisation Theater Actor – Stage Monkeys San Diego, Founding Member Philly N-Crowd.
- Born in India, raised in Malaysia, higher education in the United States.
- Active member of San Diego OD Network, ASTD – San Diego.
- Travel & Diving Enthusiast – Advanced PADI Diver.
- Photography Enthusiast – wildlife, birds, portraits.
- Tennis – competitive play in World Team Tennis and various tennis leagues.

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RECEIVE 2015 ASSET MANAGEMENT PLAN AND CONSIDER FORMALIZING THE CITY'S STRATEGY AND CRITERIA FOR A FACILITIES REPLACEMENT FUND

ISSUE: The City recently received the consultant (GHD) prepared, final 2015 Asset Management Plan. The plan was assembled over a one-year period, working closely with City Staff. This report analyzes the City's plant property for current condition and business risk exposure; effectiveness of operations and maintenance (O&M) efforts; and projects future costs to rehabilitate, recapitalize and modernize these assets over the next 70 years. From this data and analysis, recommendations can be made to adjust annual O&M efforts to ensure City infrastructure fulfills its planned service life; and the annual commitment of funds to a sinking fund necessary to ensure planned component replacements, and ultimately, asset replacement/modernization, can be accomplished from a positive cash position.

RECOMMENDATIONS:

1) Receive 2015 Asset Management Plan,
2) Affirm the City Council's December 6, 2011 direction that $8.6 million of future Community Development Agency (CDA) Loan Repayments be allocated to the Facilities Replacement/Refurbishment Fund 136,
3) Confirm Fund 136 will remain a perpetual component of the City's annual budget,
4) Direct staff to develop an index based formula for annual General Fund contributions to the Facilities Replacement Fund, and
5) Direct staff to develop and present specific criteria for expensing funds from the Facilities Replacement Fund.

FISCAL IMPACT: In 2011, the City Council first took up the issue of funding for the future replacement of its facilities. On December 6, 2011, the City Council directed that the first $8.6 million of loan repayments from the CDA be placed in the Facilities Replacement/Refurbishment Fund 136. The $8.6 million was equal to 10% of the plant replacement value at that time. In FY 2015-16, the City is receiving its first loan repayments from the Successor Agency to the former Community Development Agency that can fulfill the prior direction. $5.8 million of unspent CDA Loan Proceeds has been released from dispute with the State Department of Finance. These funds can now be assigned to Fund 136. In addition to the $5.8 million, the City is expecting to receive $3.3 million of loan repayments in FY 2015-16 which can also be assigned to Fund 136. The City Council could choose to assign only the $8.6 million that was originally contemplated or it could assign the full $9.1 million available.

The present value, based on projected replacement costs, of the City's General Fund infrastructure (facilities, roads) is $ 74,366,000 for facilities and $288,091,000 for roads. The recommended annual operational expenditure (OpEx), above the current operations and maintenance (O&M) spend, to operate and maintain these assets to a level sufficient to achieve their full service life is $283,000/year over the next 60 years for facilities. The targeted amount of set-aside funds needed to fund capital expenditures (CapEx), including major component replacements, recapitalization and/or modernization and ultimate replacement is $1,355,000/year for facilities over the next 60 years. Barring damage from unforeseen events (fire, major accidents, vandalism, acts of God), the disciplined set aside of the recommended OpEx and CapEx funding will ensure the City is in a positive cash position to meet facility requirements.

The GHD report recommends $6,915,000 per year be set aside for road rehabilitation and replacement over the next 30 years. The staff disagrees with this recommendation for the following reasons: GHD's report indicates that 88% of Coronado's roads have a condition index of new or excellent (rating 1 or 2) and 93% of Coronado's roads have a business risk exposure (BRE) of 10 or less, which is a low risk. All the roads that fall outside these highly favorable ratings are alleys. No roads in Coronado are new; these excellent ratings are a result of the current street maintenance and rehabilitation program the City has implemented over the past three decades. It is logical to conclude that continuing the current programs will maintain the above average condition of the City's pavement infrastructure. However, some complete road reconstruction will still be required (Pomona Avenue is next major road reconstruction planned). Set-aside funds beyond external funding sources are necessary if the City desires to rehabilitate all roads from a positive cash position and is willing to commit General Funds to roads.

The City currently has three available funding sources which provide between $1.1 million and $1.4 million annually to offset General Fund support of its road infrastructure operations and capital improvements: Highway User Tax Account (HUTA) I and II funding of approximately $600,000 - $700,000 per year, and San Diego Association of Governments (SANDAG) TransNet funding of approximately $600,000 - $700,000 per year; and one fixed revenue source: the Bridge Toll revenue account, which has approximately $6.4 million remaining.

CITY COUNCIL AUTHORITY: This is an administrative action, which does not implicate any fundamental vested right. In such decision, a reviewing court will examine the administrative record to determine whether the City Council complied with any required procedures and whether the decision is supported by substantial evidence in the record.

PUBLIC NOTICE: No public notice is required.

BACKGROUND: In 2011, the City Council approved a Facilities Replacement Fund Policy based on a rudimentary, in-house, Facilities Replacement Study. The FY 2013-14 and 2014-15 Capital Improvement Program (CIP) budgets included appropriations of $100,000 and $50,000, respectively, to contract for the development of an expert Asset Management assessment, analysis and recommendations. On June 3, 2014, the City Council approved the award of this contract to GHD. Their objective was to establish a comprehensive asset management baseline for the City.

The City built a majority of its major facility inventory (Police Station, Public Services Facilities, Community Center, City Hall, Library expansion) between 1996 and 2005 using one-time available redevelopment funds. The City enjoys the relative "newness" of these facilities today, but stands to be in the precarious position of these facilities aging on a parallel path which will present the City with multiple, large financial commitments for major component replacement, and ultimately, building recapitalization, coincident with each other.

ANALYSIS: Following are the key points taken from GHD's analysis:

1. Generally, the City's assets are in very good condition. The relative low age of most of the City's facilities is a positive. Fleet assets are well maintained and replaced on a

schedule that avoids costly, major repairs and minimizes non-availability for operational support. Roads are maintained well above the average for cities in the State of California. The assets associated with the City's parks and beaches are in average condition. Many of the items, (e.g., fences, gates, playground equipment, signage, railings, drinking fountains, bike racks) are high usage items with constant exposure to a corrosive near shore environment. The wastewater and storm drain systems are both fully functional and compliant with regulatory requirements; however, major repairs and maintenance activities are required.

2. There is a need for improved data collection, consistency in the manner in which data is recorded and analyzed, and a consolidated City-wide data storage system.

3. Of the City's 469 building systems, 388 are rated as New/Excellent or Good (Valued at $63,187,000), 36 building systems are rated as Satisfactory (Valued at $331,000), and 45 are rated as Unsatisfactory/Poor (Valued at $647,000). A few facilities (Senior Activity Center, Public Restrooms [Central Beach, Spreckels Park], and both Fire Stations) are at, or exceed, fifty percent consumption, of which, the Senior Activity Center and both restrooms have replacement projects currently under design.

4. Facilities are managed in a reactive manner. The City's facilities efforts (in-house workforce and contract actions) have focused on deficiency response over the past 5-10 years. A majority of the City's primary facility assets are less than 15 years old; therefore, the lack of proactive maintenance has not yet been problematic. As newer constructed facilities age beyond their initial commissioning phase, a greater commitment of resources (time and funds) should be made to long-term sustainment actions. The lack of a fully integrated asset and work management software system is a significant shortfall for the Public Services and Engineering Department. Routine facility sustainment activities (e.g., interior/exterior painting, carpet replacement, relamping, termite inspection/eradication, corrosion control, roof inspections and rehabilitations, minor and intermediate dynamic equipment component replacement) should be pre-scheduled and budgeted. It is anticipated that significant facility maintenance and repair activities on the following assets will be required in the next five years: pool area stadium lighting; cooling generating systems at City Hall, Community Center, and Library; Vernetti Stadium roofing and fixtures; CNG fuel system; exterior doors, roll up doors, and vehicle access gate at the Police Department; and multiple building systems at both Fire Stations. The recommended increase in the annual facilities budget of $283,000 would go to support these types of maintenance activities.

5. Streets and sidewalks are well managed. Current annual preventive maintenance, pavement rehabilitation and resurfacing, sidewalk repairs and upgrades, are keeping City streets in a condition well in advance of other municipalities. The GHD report states that of Coronado's 55 miles of roadway, only 2 miles are designated as poor condition, none are failing. Of the 53 miles at satisfactory or higher, more than half are designated in new or excellent condition. No roadways are designated as poor, and all in the satisfactory and unsatisfactory categories are alleys. The City has a practice where conditions of alleys are accepted at lower service levels. Typically, alley resurfacing, or

reconstruction, is deferred to align with underground utility replacement. This helps to ensure new alley pavement structures will go undisturbed by utility repair cuts for the greatest length of time, and minimizes costs by only breaking through the pavement structure once in a cycle.

6. More than half of assets in the City's parks and beaches have a condition rating below satisfactory; however, this only represents 15% of the parks and beaches asset total value. This is generally due to the high usage these assets experience and the fact that they are always exposed to a corrosive near shore environment. The business risk exposure for these assets is minimal. The urban forest, approximately 9,000 trees, is well managed. The age spectrum of the urban forest trees follows a bell curve, as it should. However, there are a disproportionate number of trees that will approach the end of their life cycle following year 2035.

7. The City has nearly $10 million in Fleet assets, for which it spends approximately $350,000 per year for maintenance and repair. The City's vehicle replacement plan monitors vehicle performance and ensures sufficient funds in the Vehicle Replacement Fund of approximately $1 million per year which, on average, ensures the City's rolling stock has a 10 year replacement rate. Maintaining this discipline ensures vehicles have high levels of operational availability and avoids costly repairs.

8. The GHD Asset Management study assessed the physical condition of the City's wastewater and storm drain assets. They did not analyze the operational functionality, which was done under separate contracts. The general condition of the WW/SW assets are satisfactory. There are near-term deficiencies in both systems that require further analysis and incorporation in the City's capital improvements plan (CIP). These will be further addressed by the staff as part of the specific master plans developed for these assets.

Hard copies of the 2015 Asset Management Plan have been distributed to the City Council under separate cover. Hard copies are available for review at the Library and in the City Clerk's office.

ALTERNATIVE: The City Council could choose to not provide direction to staff at this time.

Submitted by Public Services and Engineering/Maurer
Attachments: Link to: City of Coronado, 2015 Asset Management Plan
Link to: Asset Management Plan Appendices

N:\Staff Reports

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	LS	JNC	MLC	NA	EW	NA	NA	NA	CMM	NA

RECEIVE REPORT AND PROVIDE DIRECTION IN RESPONSE TO THE REQUEST TO INSTALL LEFT TURN RESTRICTIONS ON A, B, AND C AVENUES, AND EXPAND THE HOURS FOR LEFT TURNS ONTO THE 300 BLOCK ALLEYS OF A, B, AND C AVENUES

RECOMMENDATION: Receive the report and provide staff with direction as may be needed.

FISCAL IMPACT: The fiscal impact will be determined based on direction received.

CITY COUNCIL AUTHORITY: Providing direction to staff is a policy matter and an advisory action reflective of the Council's legislative role. Therefore a person that would challenge such a legislative action must prove that the decision was "arbitrary, capricious, entirely lacking in evidentiary support, or unlawfully or procedurally unfair" per the California court decision of *Fullerton Joint Union High School District v. State Bd. of Education* [(1982) 32 Cal. 3d 779, 786].

PUBLIC NOTICE: None required.

BACKGROUND: On July 21, 2015, the City Council approved the placement, on a subsequent agenda, of Councilmember Bailey's request to discuss instituting left turn restrictions onto A, B, and C Avenues. Specifically, Councilmember Bailey requested the following actions for consideration:

1. "Direct staff to report on restricting left turns from 3rd St onto the 300 blocks of A, B, and C Ave from 5-9 a.m. and 2-6 p.m. on weekdays and direct staff to report observations of the change in traffic patterns to the CTC and the City Council for further consideration after 3 months.
2. Direct staff to report on restricting left turns from 3rd St onto the 300 block alleys of A, B, and C Ave from 5-9 a.m. (current time is 5-8 a.m.) and afternoons from 2-6 p.m. (current time is 2-5 p.m.) and, additionally
3. File a report with various map providers such as Google, TomTom, Apple, etc. listed on gps.gov requesting traffic be navigated down the main thoroughfares instead of down residential streets when popular destinations such as the Hotel Del, Coronado beach, Silver Strand State Park, etc. are the final destinations."

Councilmember Bailey's request is attached as Attachment 1.

ANALYSIS:

1. Restricting Left turns from Third Street onto the 300 blocks of A, B, and C Avenues

At the November 2, 2004 General Municipal Election, Coronado voters passed Proposition M. Proposition M was a citizens' ballot initiative requiring the City to remove the traffic semi-diverters located at the intersections of A Avenue and Third Street, B Avenue and Third Street,

and C Avenue and Third Street. Once passed, Proposition M may be amended or repealed only by a majority vote of the electors. The language of the measure is attached as Attachment 2.

As proposed, additional left turn restrictions from Third Street onto the 300 blocks of A, B, and C Avenues arguably amends the previously voter-approved Proposition M. As a result, a separate ballot measure allowing for the additional left turn restrictions needs to be submitted to the voters prior to implementation.

It is worth noting that the existing left turn restrictions for the morning hours from Third Street onto the 300 blocks of A, B, and C Avenues predated Proposition M and were originally adopted on May 15, 1979, by Resolution 5838 (Attachment 3). It was then amended on July 1, 1986, by Resolution 6533 (Attachment 4) to reflect the current morning time restrictions of 5 a.m. to 8 a.m.

The next Municipal General Election is on November 8, 2016. The latest regular meeting of the City Council to include a ballot measure for the November 2016 General Election is July 19, 2016. Should the City Council sponsor the ballot measure instituting the additional left turn restrictions as requested, it is a "project" as defined under CEQA. As such, completion of the environmental review would be required prior to the measure being placed on the ballot.

2. Restricting left turns from Third St onto the 300 block alleys of A, B, and C Ave from 5-9 a.m. (current time is 5-8 a.m.) and afternoons from 2-6 p.m. (current time is 3-6 p.m.)

Resolution #8404 (Attachment 5) adopted on March 16, 2010, restricts left turns from SR-75 into the alleys between A and B Avenues, B and C Avenues, and C and Orange Avenues between the hours of 5 a.m. and 8 a.m. and between 3 p.m. and 6 p.m. A review of the turn prohibitions reveals that turn restrictions in the morning hours are fairly consistent between the hours of 5 a.m. and 8 a.m. with the exception of two left turns off of Glorietta Boulevard onto San Luis Rey and Jacinto/Cajon Place, which are restricted between the hours of 6 a.m. and 8 a.m. In the afternoon, the turn prohibitions are not as consistent but typically range between the hours of 2 p.m. to 6 p.m.; to be more uniform, it is recommended that the Council direct staff to initiate discussions with Caltrans and prepare a resolution for the City Council to consider changing the afternoon restriction from 3 p.m. to 6 p.m. to 2 p.m. to 6 p.m. No changes in the morning restrictions are recommended.

The Council request also suggested that staff file a report with various map providers such as Google, TomTom, Apple, etc. listed on gps.gov requesting traffic be navigated down the main thoroughfares instead of down residential streets when popular destinations such as the Hotel Del, Coronado beach, Silver Strand State Park, etc. are the final destinations

Providing suggestions for preferred travel routes to Internet map providers has been an ongoing task for several City departments for several years. The Police Department has submitted all existing turn restrictions in the Third and Fourth Street corridor to the appropriate GPS providers via contact with GPS.gov. An employee, using his personal GPS unit, has verified that the GPS providers have responded (as of the date of this meeting).

Submitted by City Manager King/City Attorney Canlas/City Engineer Walton

Attachment:
1. Councilmember Bailey's request dated June 5, 2015
2. Resolution No. 8011 Proposition M ballot language
3. Resolution No. 5838
4. Resolution No. 6533
5. Resolution No. 8404

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	TR	NA	JNC	MLC	NA	EW	NA	NA	NA	CMM	NA

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Date: June 5th 2015
To: Honorable Mayor and City Council
From: Councilmember Richard Bailey

Subject: Proposals to improve the safety of the 3rd and 4th Street corridor.

Requested Council Actions for Consideration:

1. Direct staff to report on restricting left turns from 3rd St onto the 300 blocks of A, B, and C Ave from 5-9 am and 2-6pm on weekdays and direct staff to report observations of the change in traffic patterns to the CTC and City Council for further consideration after 3 months;

2. Direct staff to report on restricting left turns from 3rd St onto the 300 block alleys of A, B, and C ave from 5-9am (current time is 5-8am) and afternoons from 2-6pm (current time is 2-5pm);

3. File a report with the various map providers such as google, TomTom, Apple, etc. listed on gps.gov requesting traffic be navigated down the main thoroughfares instead of down residential streets when popular destinations such as the Hotel Del, Coronado beach, Silver Strand State Park, etc are the final destinations.

Background:

A June 5th 2015 memo from Police Chief Froomin reported that "In the case of Third and Fourth, 2014 year-end and 2015 year-to-date traffic collision data indicates that the primary cause of 66 to 68 percent of collisions is the unsafe turning or right of way violations. These have been exclusively related to traffic (auto, bike, and pedestrian) *entering or crossing Third or Fourth streets from one of the side streets.* Many of these violation are related to the cross traffic inaccurately assessing the severity of the hazard of oncoming traffic before entering the intersection to cross."

Residents along the 300 and 400 blocks of A, B, and C have observed the busiest time of day for cross-through traffic is during the afternoon rush hours of 2-6pm (left turns from 3rd to A, B, and C, is prohibited during morning hours).

By restricting left turns from 2-6pm, much of the cross-through traffic will be eliminated and by directing pedestrians to Orange Ave for crossing (as directed during the 6/23 special Council meeting) the safety of the various intersections may improve.

In 2004, Coronado voters passed proposition M that removed temporary semi-diverters which had prevented left turns from 3rd St onto the 300 blocks of A, B, and C at all hours of the day and week since April 2002. Since the diverters removal, the 300 block of Orange Avenue has experienced an increase in capacity due to a lengthening of the second left turn lane.

Prior to this modification, Orange Ave lacked the capacity to accommodate the increase in traffic volume resulting from the semi-diverters. This caused additional traffic on D and E avenues and caused gridlock at the 3rd and Orange intersection during rush hour.

The modification at Orange Ave creates an opportunity to direct the majority of traffic to Orange Ave and off of the residential streets which may result in fewer accidents according to the recent Police Department memo.

Furthermore, changing the navigation on popular GPS devices could help direct those unfamiliar with Coronado (such as tourists) to our popular destinations on the major thoroughfares which would likely be safer for both them and our residents. The method for requesting this change is relatively simple although it is subject to approval by private GPS service providers.

Although there is an ongoing effort to comprehensively address traffic and safety in the 3rd and 4th St corridor, it is unlikely that any recommendations resulting from this effort will be implemented within the next year.

Furthermore, the proposal to restrict left turns does not conflict with any of the recommendations from the CTC and can be removed quickly when or if a conflict does exist.

These three proposals recommended for Council consideration are suggested to immediately improve the safety of the corridor given the capacity that exists on Orange ave.

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RESOLUTION NO. 8011

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, CALLING AND GIVING NOTICE OF THE HOLDING OF A GENERAL MUNICIPAL ELECTION ON TUESDAY, N0VEMBER 2, 2004, FOR THE SUBMISSION OF A PROPOSED ORDINANCE REGARDING THE REMOVAL OF TRAFFIC SEMI-DIVERTERS LOCATED AT A, B, AND C AVENUES AT THEIR INTERSECTIONS WITH POMONA AVENUE AND THIRD STREET

WHEREAS, pursuant to authority provided by statute a petition has been filed with the legislative body of the City of Coronado, California, signed by more than 10 per cent of the number of registered voters of the City to submit a proposed ordinance directing the City Council to cooperate and coordinate in the removal of traffic semi-diverters located at A, B, and C Avenues at their intersection with Pomona Avenue and Third Street; and

WHEREAS, the San Diego County Registrar of Voters examined the records of registration and ascertained that the petition is signed by the requisite number of voters, and has so certified; and

WHEREAS, the City Council has not voted in favor of the adoption of the ordinance; and

WHEREAS, the City Council is authorized and directed by statute to submit the proposed ordinance to the voters;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. That pursuant to the requirements of the laws of the State of California relating to general law cities, there is called and ordered to be held in the City of Coronado, California, on Tuesday, November 2, 2004, a General Municipal Election for the purpose of submitting the following proposed ordinance:

Shall the ordinance directing the City to remove the traffic semi-diverters located on A, B and C Avenues at their intersections with Pomona Avenue and Third Street be adopted?	**YES**
	NO

SECTION 2. That the text of the ordinance submitted to the voters is attached as Exhibit A;

SECTION 3. That the ballots to be used at the election shall be in form and content as required by law.

SECTION 4. That the City Clerk is authorized, instructed and directed through the San Diego County Registrar of Voters to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election.

SECTION 5. That the polls shall be open at seven o'clock a.m. of the day of the election and shall remain open continuously from that time until eight o'clock p.m. of the same day when the polls shall be closed, except as provided in § 14401 of the Elections Code of the State of California.

SECTION 7. That in all particulars not recited in this resolution, the election shall be held and conducted as provided by law for holding municipal elections.

SECTION 8. That notice of the time and place of holding the election is given and the City Clerk is authorized, instructed and directed to give further or additional notice of the election, in time, form and manner as required by law.

SECTION 9. That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED ON AUGUST 4, 2004, by the following vote, to wit:

AYES:	**MONROE, SCHMIDT, TANAKA, TIERNEY AND SMISEK**
NAYS:	**NONE**
ABSENT:	**NONE**
ABSTAIN:	**NONE**

TOM SMISEK, MAYOR

ATTEST:

L. DIANE SHEA, CMC
CITY CLERK

EXHIBIT A

(Text of the ordinance as submitted on the initiative petition)

The text of the initiative shall read:

INITIATIVE PETITION TO REMOVE TRAFFIC SEMI-DIVERTERS

(A) We the undersigned, are opposed to the retention of traffic semi-diverters at the intersections of A Avenue and Third Street, B Avenue and Third Street and C Avenue and Third Street. We are opposed to any delay in removal of the semi-diverters. We demand that they be removed forthwith.

(B) The initial City Council decision to erect the semi-diverters was in violation of the City's General Plan Circulation Element and the California Environmental Quality Act as no environmental impact report was prepared that that time.

(C) The City Council is directed to, without delay, cooperate and coordinate with CalTrans and any other entity whose assistance, approval or cooperation is needed to implement the mandate of this initiative.

(D) This measure may be amended or repealed only by a majority vote of the electors voting in an election thereon.

(E) If any portion of this initiative is declared invalid, such invalidity shall not affect the validity of its remaining portions.

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RESOLUTION NO. 5838 ATTACHMENT 1

A RESOLUTION PROHIBITING TURNING MOVEMENTS AT DESIGNATED STREET INTERSECTIONS IN THE CITY OF CORONADO

BE IT RESOLVED by the City Council of the City of Coronado, California that, in accordance with the provisions of Section 11.12.011 of the Coronado Municipal Code and when signs are in place giving notice thereof, the turning movements described are prohibited at the intersections indicated below:

A. FOURTH STREET AND ESCONDIDO LANE

No right turn from Fourth Street to Escondido Lane at any time.

B. POMONA AVENUE AND THIRD STREET BETWEEN FOURTH STREET AND ORANGE AVENUE

No left turns from 6:00 a.m. to 8:00 a.m., except Saturdays, Sundays and legal holidays, from Pomona Avenue or Third Street at the following intersections:

1. A Avenue
2. Alley in Block 145 between A Avenue and B Avenue.
3. B Avenue.
4. Alley in Block 144 between B Avenue and C Avenue.
5. C Avenue
6. Alley in Block 143 between C Avenue and Orange Avenue.

C. FIRST STREET BETWEEN C AVENUE AND ORANGE AVENUE

No right turn from 3:00 p.m. to 5:00 p.m., except Saturdays, Sundays and legal holidays, from First Street at the intersection with the alley in Block 171 between C Avenue and Orange Avenue.

D. SECOND STREET BETWEEN B AVENUE AND ORANGE AVENUE

No right turn from 3:00 p.m. to 5:00 p.m., except Saturdays,

Sundays and legal holidays, from Second Street at the following intersections:

1. Alley in Block 151 between B Avenue and C Avenue.

2. Alley in Block 152 between C Avenue and Orange Avenue.

E. THIRD STREET AND PALM AVENUE

No right turn from 6:00 a.m. to 8:00 a.m., except Saturdays, Sundays and legal holidays, from Third Street to Palm Avenue.

BE IT FURTHER RESOLVED by the City Council of the City of Coronado, California that Resolutions No. 4443, 5462 and 5553 are hereby repealed.

PASSED AND ADOPTED by the City Council of the City of Coronado, California this 15th day of May, 1979 by the following vote, to wit:

AYES: Hardy, Herron and Mayor Callahan

NAYS: None

ABSENT: Adams, Bottomley

Patrick Callahan

Patrick Callahan, Mayor of the
City of Coronado, California

ATTEST:

Thomas Patricola

Thomas Patricola,
City Clerk

RESOLUTION NO. 6533

A RESOLUTION CHANGING HOURS WHEN TURNS ARE PROHIBITED FROM THE STATE HIGHWAY AT CERTAIN INTERSECTIONS.

BE IT RESOLVED by the City Council of the City of Coronado, California that Resolution No. 5838, entitled "A RESOLUTION PROHIBITING TURNING MOVEMENTS AT DESIGNATED STREET INTERSECTIONS IN THE CITY OF CORONADO," adopted 15 May 1979 and as amended to date, be and the same is hereby further amended as follows:

1. Change the first sentence of Section B to read:

   B. POMONA AVENUE AND THIRD STREET BETWEEN FOURTH STREET AND ORANGE AVENUE.
   No left turns from 5:00 a.m. TO 8:00 a.m., except Sundays and legal holidays, from Pomona Avenue or Third Street at the following intersections:

2. Add a new Section G to read:

   G. FOURTH STREET

   No right turn from 5:00 a.m. to 8:00 a.m. from Fourth Street to Glorietta Boulevard.

PASSED AND ADOPTED by the City Council of the City of Coronado, California this 1st day of July 1986 by the following vote, to wit:

AYES: Adams, Ewen, Herron, Odiorne, Dorman

NAYS: None

ABSENT: None

"R"H" Dorman, Mayor of the
City of Coronado, California

ATTEST:

Thomas Patricola, City Clerk

APPROVAL OF TRAFFIC REGULATIONS

APPROVED _____ 8-1-86
DISTRICT DIRECTOR TRANSPORTATION DATE

THIS APPROVAL IS MADE PURSUANT TO CURRENT DELEGATION OF AUTHORITY FROM THE DIRECTOR OF TRANSPORTATION TO THE DISTRICT DIRECTOR OF TRANSPORTATION. THIS RESOLUTION SHALL CEASE TO BE OPERATIVE SIX MONTHS AFTER RECEIPT BY THE LOCAL JURISDICTION OF WRITTEN NOTICE OF WITHDRAWAL OF APPROVAL OF THE DEPARTMENT OF TRANSPORTATION.

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RESOLUTION NO. 8404

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO PROHIBITING LEFT TURNS ONTO THE ALLEYS BETWEEN A AVENUE AND ORANGE AVENUE FROM WESTBOUND SR 75 (THIRD STREET)

BE IT RESOLVED by the City Council of the City of Coronado, California, that RESOLUTION No. 5838, entitled "A RESOLUTION PROHIBITING TURNING MOVEMENTS AT DESIGNATED STREET INTERSECTIONS IN THE CITY OF CORONADO," adopted May 15, 1979, and as amended to date, is hereby further amended by modifying section B.1, B.2 and B.3 to read as follows:

B. POMONA AVENUE AND WESTBOUND SR 75 (THIRD STREET) BETWEEN FOURTH STREET AND ORANGE AVENUE

No left turns from 5 a.m. to 8 a.m., except for Saturdays, Sundays and legal holidays at the following intersection(s):

1. A Avenue
2. B Avenue
3. C Avenue

No left turns from 5 a.m. to 8 a.m. and from 3 p.m. to 6 p.m., except for Saturdays, Sundays and legal holidays at the following intersection(s):

1. Alley in Block 145 between A Avenue and B Avenue
2. Alley in Block 144 between B Avenue and C Avenue
3. Alley in Block 143 between C Avenue and Orange Avenue

No right turns from 5 a.m. to 8 a.m., except for Saturdays, Sundays and legal holidays at the following intersection(s):

1. Third Street
2. B Avenue
3. Alley in Block 151 between B Avenue and C Avenue
4. C Avenue
5. Alley in Block 152 between C Avenue and Orange Avenue

PASSED AND ADOPTED by the Coronado City Council of the City of Coronado, California this 16th day of March 2010 by the following vote, to wit:

AYES: **DENNY, DOWNEY, OVROM, WOIWODE, TANAKA**
NAYS: **NONE**
ABSENT: **NONE**
ABSTAIN: **NONE**

Casey Tanaka
Casey Tanaka
Mayor of the City of Coronado

Attest:
Linda K. Hascup
Linda K. Hascup, City Clerk

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CONSIDERATION OF REQUEST FROM COUNCILMEMBER DOWNEY THAT CITY STAFF BE DIRECTED TO AGENDIZE A DISCUSSION THAT THE CITY EXPAND THE SUMMER SHUTTLE BUS SERVICE YEAR ROUND

Please see attached request from Councilmember Downey.

CM	ACM	AS	CA	CC	CD	CE	F	L	P	PSE	R/G
BK	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

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From: Councilwoman Carrie Anne Inada Downey Date: September 25, 2015

To: Blair King, Coronado City Manager
Casey Tanaka, Coronado Mayor

Subject: Request City expand summer shuttle bus service year round.

ISSUE: The City free summer shuttle service has become a success. Our route had the highest occupancy rate of any MTS line on at least one occasion this summer. While many of the passengers used the service because of the unique summer activities like the 4th of July and summer concerts in the park, many were long-time residents who may be willing to use the service to visit the library, grocery store, movies or even City Council meetings if it was predictable, convenient, and free. I request the staff develop options for the public and council to review with at least the following optional components and any others they or MTS believe are warranted:

1. Continue the shuttle loop around the Village area year round – the frequency and pick up locations to be recommended by Coronado Staff and MTS.
2. Service to the Coronado Cays Fire Station Parking lot. – Rather than just drop off and pick up at the Cays entrance, have the summer shuttle or a new shuttle service that would pick Cays residents up at a location where they can leave their cars to carpool using the shuttle service more conveniently. Timing and frequency based on MTS and Coronado staff recommendations with specific attention to service on Sundays to the summer concerts in the park.
3. Possible coordination of pick up and drop off times with the morning commuter ferry during the off seasons. Investigate if the Navy would be willing to allow the summer shuttle on to the base to drop off commuters.
4. Possible additional pick up and drop off locations at the entrance to North Island and NAB during the morning and evening commute hours.

REQUEST: I request the council direct staff to analyze how to expand the success of the summer shuttle program to continue to get people out of their single use vehicles and using transit in Coronado to help address traffic, parking and greenhouse gas concerns.

Respectfully,

Carrie Downey