

**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, October 20, 2015**

**CALL TO ORDER / ROLL CALL**

Attendance was taken at 3:29 PM. A Quorum of members was present to conduct a meeting by the following results.

Present:           (5)           Mike Woiwode; Bill Sandke; Casey Tanaka; Carrie Downey;  
Richard Bailey

**ANNOUNCEMENT OF CLOSED SESSION**

1.     **CLOSED SESSION:**     **CONFERENCE WITH LEGAL COUNSEL –  
ANTICIPATED LITIGATION**  
AUTHORITY:                 Pursuant to Government Code Section 54956.9(d)(2)  
One (1) Potential Case
  
2.     **COMMUNICATIONS – ORAL:** None.

**The meeting adjourned to Closed Session at 3:30 pm.**

**The meeting reconvened at 3:50 pm. Mayor Tanaka announced that there was no reportable action.**

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

**1. ROLL CALL:**

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

**Absent:** None

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

**2. INVOCATION AND PLEDGE OF ALLEGIANCE.** Floyd Ross provided the invocation and Mayor Tanaka led the Pledge of Allegiance.

**3. MINUTES:** Approval of the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of October 6, 2015.

**MSUC (Sandke/Woiwode) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of October 6, 2015, as submitted. The minutes were so approved. The reading of the minutes in their entirety was unanimously waived.**

**AYES:** Bailey, Downey, Sandke, Woiwode, Tanaka

**NAYS:** None

**ABSTAINING:** None

**ABSENT:** None

**4. CEREMONIAL PRESENTATIONS:** None.

**5. CONSENT CALENDAR:** The City Council approved, adopted and/or accepted as one item of business Consent Agenda Items 5a through 5g.

Councilmember Sandke suggested the addition of Items 11d, 11e and 11f.

Councilmember Downey asked a question on Item 11d. The Council is approving the list. Is it also going with the staff recommendation with respect to denying requests?

Councilmember Sandke confirmed that his motion is for the staff recommendation on Item 11d.

Councilmember Woiwode requested that Item 11f not be included on consent.

Mayor Tanaka invited public comment on the Consent Calendar.

**MSUC** (Bailey/Sandke) moved that the City Council approve the Consent Calendar Items 5a through 5g with the addition of Items 11d - Approval of the Major Special Events Calendar for the Year 2016 and Adoption of a Resolution Approving Those Major Special Events in Excess of Eight Events and 11e - Adoption of a Resolution Redesigning the Intersections of E and Flora Avenues at Isabella Avenue as Stop Controlled.

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

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

**5b. Review and Approve that the Warrants, as Certified by the City/Agency Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2015-2016.** The City Council approved payment of City warrant Nos. 10109388 thru 10109671. The City Council approved the warrants as certified by the City/Agency Treasurer.

**5c. Adoption of a Resolution of the Successor Agency to the Community Development Agency of the City of Coronado Approving the Long-Range Property Management Plan Prepared Pursuant to California Health and Safety Code Section 34191.5(b) and Acknowledgement of the Successor Agency's Desire to Continue the Hospital Lease Agreement and Acquisition as an Enforceable Obligation.** The Successor Agency to the Community Development Agency of the City of Coronado adopted A RESOLUTION OF THE SUCCESSOR AGENCY TO THE COMMUNITY DEVELOPMENT AGENCY OF THE CITY OF CORONADO APPROVING THE LONG-RANGE PROPERTY MANAGEMENT PLAN PREPARED PURSUANT TO CALIFORNIA HEALTH AND SAFETY CODE SECTION 34191.5(b) and acknowledged the Successor Agency's Desire to Continue the Hospital Lease Agreement and Acquisition as an Enforceable Obligation. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by the Agency as RESOLUTION NO. 8768.

**5d. Authorize the City Manager to Renew the Lease Agreement with Eric A. Dupree, Doing Business as Dupree Law, APLC, for Office Space in the Glorietta Bay Marina Building for an Additional Three Years.** The City Council authorized the City Manager to renew the Lease Agreement with Eric A. Dupree, doing business as Dupree Law, APLC, for office space in the Glorietta Bay Marina building for an Additional Three Years.

**5e. Authorize the City Manager to Execute Agreement Extensions for As-Needed Geotechnical Professional Services with Ninyo & Moore and Kleinfelder for a Period of One Year.** The City Council authorized the City Manager to execute agreement extensions with Ninyo & Moore and Kleinfelder for as-needed geotechnical professional services for a period of one year.

**5f. Authorization for the City Manager to Execute Purchase Agreements for an Amount Not to Exceed \$269,600 Through Cooperative Purchasing Programs for Two Pickup Trucks; One Diesel Ride-Along Mower; and One Honda Motorcycle.** The City Council authorized the City Manager to execute the purchase agreements for an amount not to exceed \$269,600 in order to replace two pickup trucks, one motorcycle, and one riding lawn mower which are programmed for replacement in the current FY 2015-16 Vehicle and Equipment Replacement (VER) Fund 135.

**5g. Adoption of a Resolution to Designate a Blue Curb Parking Zone at 1216 Fourth Street.** The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO TO DESIGNATE A BLUE CURB PARKING ZONE IN FRONT OF THE RESIDENCE AT 1216 FOURTH STREET provided Caltrans also approves the installation. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8769.

**6. ORAL COMMUNICATIONS:**

- a. **Mary Anne Berta**, owns three small businesses in Coronado and represents all of the non-hotel businesses on the CTID. She wanted to respond to some comments that were made to the City Council. This is the off season when her businesses and others desperately need groups at Coronado hotels and visitors from San Diego. She is a resident of Coronado and knows that there are not enough of us to support the stores, restaurants and shops on the island. To bring San Diego visitors from San Diego County, the CTID invested \$85,000 on local marketing strategies. The television commercial that was mentioned runs only in San Diego. It is not a national campaign. We also invest in digital ads, promotional videos and publications in San Diego County. Our entire budget for the CTID is \$1.3 million and the vast majority is used to attract conventions, group meetings and corporate events at the largest hotels. As Phil Monroe pointed out, none of the funds come from the City. The CTID can continue to focus on the off season when there are plenty of hotel rooms available and lots of store inventory to be sold.
- b. **Todd Little, speaking for Claudia Ludlow, General Manager, Glorietta Bay Inn and Chair, CTID**, began by saying that when the CTID was formed in 2010, the Council wanted assurances that the community would not be overlooked. Each year, a small percentage of our total budget is used to bring San Diego customers to Coronado merchants during the shoulder season. These local marketing campaigns include television commercials but only in San Diego County. Because of the recession, television ads are now more affordable than web banners and are more powerful because of their reach. The budget for attracting San Diego shoppers to Coronado is \$85,000, which is 7% of our operating budget. We do not market to families or couples in Arizona, Los Angeles or elsewhere. In many ways, the CTID is B2B, business to business. In June 2014, our Advisory Board began concentrating on bringing group meetings to Coronado. Groups generate revenue for both the hotels and local businesses when we need it most, during shoulder season. Groups help bring tax dollars to the City of Coronado to pay for safety systems, facilities and community programs. The City does not pay for the work of the CTID. It is funded by an assessment at her hotel and three others in Coronado. Visitors and groups pay the assessment upon departure. She can see how someone might not understand the nature of the CTID. She thanked the City Council for allowing her to provide this update.

- c. **Doug Siegfried** commented on Item 11f. The Library Board agreed that it would be a good idea to continue with this. It would be a win/win situation for the Library and for the customers. He thinks it would be an excellent idea to continue with the work that has already been done.
- d. **Moki Martin** spoke on behalf of the Ironman Worldwide Triathlon Competition. He provided an update on the last Superfrog Triathlon. He thanked the City for allowing the race to continue. It is in its 37<sup>th</sup> year. The Superfrog raised \$90,000 for the Navy SEAL Foundation. Donations were made to the Coronado Optimist Club and they are working the numbers out for the Islander Sports Foundation.
- e. **Councilmember Woiwode** addressed Mr. Martin's comments. The information the Council has received shows the race as looking like a corporate race, a for-profit corporation. Traditionally, the City has supported that as a Coronado event that supports our values. The information Mr. Martin provided is exactly the kind of information the Council needs to have when making its decisions. He has asked City staff to make sure that it asks for that kind of information from all the applicants. We are turning down people and events. We need the right justification for accepting the events that we support.
- f. **Councilmember Downey** reported that she, Councilmember Sandke and the Assistant City Manager attended the League of California Cities annual convention. She thought it was nice to hear from all the other cities around the state as to how they were trying to address their active transportation movements. It is helpful to know that Coronado is not the only city struggling with how to adapt and do that and not lose the feeling that our town has.

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

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

8. **PUBLIC HEARINGS:**

8a. **Public Hearing: Adoption of a Resolution Approving a Two-Lot Tentative Parcel Map to Allow for Condominium Ownership of Four Residential Units for the Property Addressed as 532-538 Orange Avenue in the R-4/OACSP (Multiple Family Residential/Orange Avenue Corridor Specific Plan) Zone (PC 2015-14 J & K EQUITIES INC.).** Peter Fait, Associate Planner, provided the staff report.

Councilmember Downey asked if the two parking spaces per unit are all going to be underground or if there will be any other than the two underground.

Mr. Fait responded that they will be on grade, off of the alley, in two garages with each garage having four tandem spaces.

**Mayor Tanaka opened the public hearing.**

Rick Turner, Kappa Survey & Engineering, was available for questions.

**MSUC (Bailey/Woiwode) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING A TWO-LOT TENTATIVE PARCEL**

**MAP TO ALLOW FOR CONDOMINIUM OWNERSHIP OF FOUR RESIDENTIAL UNITS FOR THE PROPERTY LEGALLY DESCRIBED AS LOTS 11 AND 12, BLOCK 108, MAP 376 CBSI, ADDRESSED AS 532-538 ORANGE AVENUE, CORONADO, CALIFORNIA. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8770.**

Councilmember Downey will approve this because they have met all of the requirements and because she appreciates that it is only four units instead of the six that could be on that lot but she has discussed before and thinks that this would have been the perfect location to talk about not allowing the tandem parking. What is going to happen is that they are not going to park there. This lot, in particular, is disconcerting because they will be taking up Orange Avenue parking if they can. As we move forward and we look at what we want to do with our City parking, she expects to have discussions about not allowing tandem parking anymore and having covered and uncovered parking spaces on the lot so that we actually get people parking in their spaces instead of using it all for storage.

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

**8b. Public Hearing: Adoption of a Resolution Authorizing the Filing of an Application to the County of San Diego for Fiscal Year 2016-2017 Community Development Block Grant Funding for Centennial Park ADA Improvements.** City Manager Blair King provided the report.

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

Councilmember Downey is somewhat less than able to use our facilities. When we built this building and the Community Center, we did take a lot of steps in the right direction. She thinks the City would get more bang for its buck by doing the work at Centennial Park as more people will be able to use the facility. She tends to agree with the staff recommendation. She does agree, though, that had we not already had Spreckels next on the list for bathroom replacement she would have said that needed it more.

Councilmember Bailey is supportive of Centennial Park as well.

Councilmember Sandke concurred.

Councilmember Woiwode thinks it is a fine recommendation.

**MSUC (Downey/Woiwode) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO AUTHORIZING THE FILING OF AN APPLICATION TO THE COUNTY OF SAN DIEGO FOR FISCAL YEAR 2016-2017**

**COMMUNITY DEVELOPMENT BLOCK GRANT FUNDING FOR CENTENNIAL PARK ADA IMPROVEMENTS. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8771.**

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

9. **ADMINISTRATIVE HEARINGS:** None.
10. **COMMISSION AND COMMITTEE REPORTS:** None.
11. **CITY COUNCIL BUSINESS:**

11a. **Council Reports on Inter-Agency Committee and Board Assignments.**

**Councilmember Bailey** will submit his report in writing.

**Councilmember Downey** will submit her report in writing and also reported that SANDAG approved, at its Board meeting on Friday, the Regional Transportation Plan going forward to 2050. In the first five years of the plan, they moved forward as much of the transit as possible so 75% of all of the funds in the first five years are going to transit and those just aren't carpool lanes. Those are trying to accelerate some of the trolley lines and other transit measures. For Coronado, we want carpool lanes. We want the carpool lanes on I-5 finished.

**Councilmember Sandke** has submitted his report in writing.

**Councilmember Woiwode** has submitted his report in writing and reported on the Naval Complexes meeting. The City briefed traffic counts as it always does. The Navy briefed replacement of lane markers on the beach which will be in a bland gray/tan color on the side facing the beach and the colored portion will only be visible from the water side. That has been a long-term request and they are doing it. They also briefed the helicopter flight routes. There was relatively little public comment or inquiry about that and he has a feeling that will be a subject of a future discussion with the Navy. The SANDAG Military Working Group that he chairs met yesterday morning and is preparing an application to Caltrans for a grant that would identify impacts on local jurisdictions caused in getting commuters to and from work, possible approaches to reduce those impacts, and improve the commutes for people. This will be studied in the San Diego region and may perhaps be seen by Caltrans as generally applicable statewide. The obvious direction that will go is toward TDM and use of other forms of transportation other than single occupancy vehicles.

**Mayor Tanaka** reported that City staff, the Port Commissioner, Councilmember Woiwode, and he met with Airport commissioners to talk about the next steps both for Imperial Beach's AICUZ and for the one that will be happening in Coronado. He wanted to report on it as it was one of the first times he was optimistic about how the Airport Authority is going to handle it. They expressed a commitment to work with us on this. In the past they were always very guarded with the words

they would use. They have represented to some extent that their hands are tied and how this can be done. This was the first meeting when they did not use that phrase. There was an Armed Services YMCA meeting that was hosted in San Diego. They have named one of their key awards after Sybil Stockdale. Ms. Stockdale was there and received a very long standing ovation. She passed away recently but was able to be at that presentation. He thanked Chief Froomin for joining him at an event put on by the San Diego City Attorney's office and the San Diego District Attorney. The event is called "Never to be Forgotten" which is an event to remember people who are victims of domestic violence. It is a very moving event. He spoke with David McElrath from Graham Memorial and thanked the Cultural Arts Commission for doing such a great job with the Oz Parade.

Mr. Sandke mentioned that there will be a community service held on November 14 at 2 p.m. in Spreckels Park in memory of Sybil Stockdale.

**11b. 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.** City Attorney Johanna Canlas provided the staff report.

Councilmember Bailey commented that several months ago the Police Chief issued a memo. In this memo, he stated that about 70% of all the accidents in the corridor involve cross through traffic. When we reviewed the report we received from Fehr & Peers, it included traffic counts for traffic along the 300 blocks of A, B and C. The amount of traffic along those blocks compared to the amount of traffic traveling down Third and Fourth Street is roughly 1%. Roughly 1% of the traffic is responsible or at least involved in 70% of all the accidents that occur in the corridor. How can we address this? The simplest change we can make would be restricting the left hand turns on those blocks. From 2002 to 2004 when the semi-diverters were in place, they restricted cross through traffic 24 hours a day. Traffic continued up to Orange Avenue. At that time, Orange Avenue did not have the same capacity levels that it does today. Starting in 2010, the City extended the two left-turn lanes on Orange Avenue, creating extra capacity. If you were to stand at the intersection of Fourth and Orange and observe how those two left turn lanes are being utilized, it doesn't take a traffic engineer to observe and come to the conclusion that those two left turn lanes are being underutilized. Why is that so? Traffic is cutting through the 300 blocks of A, B and C Avenues. Conditions have changed since the vote took place in 2004 to remove the semi-diverters. He thinks it would be prudent of the Council to, at the very least, study restricting left hand turns again and if it is required to go to a vote of the people, then so be it. If we can significantly reduce cross through traffic, this is the simplest, most cost effective solution the Council could pursue. There wouldn't be a need for an extensive engineering study or construction project. Time restrictions could just be added to the signs that are already in place. This change would have the greatest impact on safety. He would really encourage the Council to consider moving forward with, at the very least, studying this, seeing what kind of restrictions are in place and then, at a later date, consider whether to take this to a vote of the people.

Councilmember Downey is not sure that she understood the Police Chief's report in the same way Mr. Bailey did. She is not sure it said that 70% of the accidents involve cross through traffic. She thinks they were at intersections so the question is whether it is someone who came up Third and turned left to go down A, B and C instead of going over to Orange or it is someone who is already on B or C who is going to be turning right onto Fourth to go out of town. She doesn't know. She isn't sure what the percentage is but assuming it is a good percentage, she would agree that if we

could find a way that would help prevent some of those accidents that might be worth looking at. She doesn't disagree with that concept at all. She does agree that having the two turn lanes on Orange certainly changed one of the reasons our citizens wanted the diverters removed because it was causing backups on D, E and F Avenues. She is not sure she understands what Mr. Bailey wants the Council to do. She does believe this would require a vote of the people. She also is certain we would have to go through a CEQA review if we wanted to institute any of those things. That does not mean we don't do something but it is not just as easy as we could just decide and up they go. The Council is being asked to receive the report and provide direction. She is not sure what the direction is that the Council is being asked to provide.

Mayor Tanaka began by saying that the public already voted on this. He does not want to re-pick at a scab that was contentious when we voted on it and it yielded useful information. It was 68% or a very large number that voted to get rid of the turn restrictions. He would, himself, move very gingerly toward restoring any of those turn restrictions. It has been his experience that the people who want the turn restrictions the most are the ones who benefitted from it the last time. The people who live on A, B and C will receive the most direct relief and he certainly understands why someone would request it but you have to consider why 68% voted against it. The overwhelming phrase he heard used in 2004 was that people want to be able to use their streets and they voted down the diverters because they didn't approve of the idea of not being able to use certain streets and then using others. He does like the idea of seeing to what extent we can use Orange Avenue better but he doesn't think we need more turn restrictions in order to create that. He has heard a number of creative suggestions about how we deal with our pockets that already exist on Third Street in terms of trying to incorporate those better. Is there something we can do to trim that median to optimize people filling two lanes coming up Third and making the left on Orange? There are some other things that we can try to consider that might get at the goal Mr. Bailey has in mind without doing the restrictions on A, B and C. People who live on D Avenue will be very quick to point out that one of the reasons this failed politically or at the ballot was because a lot of people skipped Orange Avenue and made their turn onto D. People already do that now but it increased the number of people doing that. In general, the people who voted against the diverters in 2004 didn't like the unintended consequences of how all the diversions had pushed things up to Orange, D, E and F and so on. On page 167, #1, he would not be inclined to move forward. There is no direction he would want to give to staff on that. On #2 he needs more convincing that this is necessary. He does not think there is going to be a big difference if we add the one hour. He also wanted to point out that his problem with both #1 and #2 comes down to enforcement again. He mentioned at a previous meeting that when the diverters went up there were some people who were deliberately turning illegally into what would have been an oncoming lane of traffic because there wasn't any and that was their way of going around the diverters. We didn't have enough police then to catch all of those people or to deal with it and when you don't have a physical barrier, it is even more likely you are going to have people ignore the turn restrictions or turn against them. Another area that might be worthwhile for Council members to stand and watch is on Palm. There are a number of turn restrictions from the First Street Gate that people ignore or there are a number of clever legal ways to turn to avoid some of those no turn restrictions. He needs more convincing that #2 is going to make a difference and that it won't create more enforcement issues than we already have. For every time the Council votes for a no turn restriction, we also have to think about what our enforcement posture is and if it is working or not. Staff has indicated that #3 has already been done. His inclination is to not support the first two recommendations.

Councilmember Sandke remembers the D Avenue misery that was created with the 24-hour diversions. Story Vogel drove that bus quite diligently and clearly at the ballot box to remove the semi-diverters. He also thinks the CEQA requirement was not completed adequately which made it an easy target. With that said, he agrees that people want to use their streets. We already have a history of prohibiting people from using their streets at certain times of day when it creates an unsafe situation. As Fehr & Peers showed, the people who are taking their lives in their hands are saving themselves 30 seconds. He thinks there is some opportunity to increase the efficiency in that block between the 300 and 400 block of Orange to add better turn capabilities there. It is already improved; however, if you ask the people who live on First Street with cars that sit in front of their house all day long and you look at the cars lined up in the 100 and 200 blocks of Orange to get to that left turn light, you see that there is probably some room for improvement in terms of an intersection that already gets an F in everybody's book. He is not 100% sold one way or the other on this one. He thinks the orange cones that are put down on A in the morning to prevent that turn have proven to be very effective, particularly after speaking with residents in the area. He is talked to all the time about how our town is being used as a thoroughfare to avoid the I-5, whether it is north in the morning or south in the afternoon. He knows that, after discussions with Phil Monroe, the traffic counts don't point to that as the real problem and he realizes it is hard for people to understand that. But someone is turning left and someone is causing accidents and we have a track record of that. Do we just throw up our hands and say it is just human nature? Or do we commit to the \$100,000 or \$150,000 that the CEQA study would cost to look at this and then move forward should the CEQA analysis indicate that it wouldn't have detrimental effects? Maybe he isn't there yet but he thinks we can do something. To Mr. Bailey's point, we have missed an awful lot of low hanging fruit. Even things we asked for in May are not getting done. It really is a long slog to get anything done to improve our traffic situation. If we have to take this first step to really make a difference in terms of safety at those particular intersections, maybe we do.

Councilmember Woiwode started with the easy one. He thinks that extending the restrictions on the alleys is a fine thing. We have instances in other parts of town where we see people going down alleys and using them as through streets. Anything we can do to stop that from happening he is in favor of. He doesn't see a downside to extending those signs and changing them by an hour. If we decide to go forward with #1 and if the City Attorney successfully convinces the Council that means it goes to the ballot, then we would have to do an environmental analysis. He has seen that intersection at Third and Orange clobbered, gridlocked so he is not convinced that the capacity that has been added to Orange keeps from happening that bad thing that happened before. It certainly changes it. It certainly makes it less frequent but he doesn't know that it keeps it from happening and so he thinks we would wind up with some of the same objections by putting in the turn restrictions that we had when the diverters were there from some of the same people who would be similarly affected. The analysis would tell us that. If we embark on this path and we decide it is with the goal of going to the ballot with it, he thinks we would learn, in the course of the analysis, whether or not the thing is going to work. Conversely, of course, if the public wants to initiate the thing directly, they don't have to do a CEQA analysis and they can just do it which is what happened the last time around. If we are going to go forward with this, he thinks it needs to be with a jaundiced eye that we may, in the course of getting ready to go to the ballot, discover that it is not a good idea. He doesn't know how he wants to go at this point.

Mr. Bailey really appreciates Mr. Woiwode's comments about the CEQA review and what we would uncover by going through a CEQA review. Looking back at what happened in 2002 when

the diverters were first installed, the Council did not go through a CEQA review. Had we gone through that CEQA review then we probably would have come to the conclusion that we need additional capacity on Orange Avenue to accommodate the increased volume of traffic that would result from the diverters. That certainly would have helped the people who live on D Avenue and E Avenue. Perhaps the capacity that currently exists would be able to accommodate that increased volume and perhaps it wouldn't. This CEQA review would help us arrive at that answer. Mayor Tanaka raised some points that Mr. Bailey wants to address. Do turn restrictions work? He would say that most of the time they do. In some situations and some streets throughout town, there are certain ways around turn restrictions. But on the 300 block of A, B and C the turn restrictions work darn well. He knows this because he has actually lived at Fourth and B. He can tell you when it turns 8 a.m. because when it does there is a line of traffic down the 300 block of B. Prior to that there is no traffic. Are there a handful of people that will skirt the law and take their chances and cut down there? Absolutely. The traffic is significantly reduced during the time restrictions and our officers do a pretty good job, in his opinion, of enforcing that. Officer Sean O'Neil would be out there a couple of times a month during that block of time and he would be writing people up for tickets as they would come through there. He really does think that turn restrictions in general work and they work better on some streets than others and he thinks this is one of those areas where they work really well. There have been changes in the conditions of the 300 block of Orange Avenue. He thinks the Council at the time got it a bit backwards with putting these diverters in. The City first should have increased the capacity along Orange, done the CEQA review and then put the diverters in. Because the conditions are different now than they were then, he thinks it is worthwhile to take another crack at this, even if it means going to the voters. If this was simply a quality of life issue versus a safety issue, he would agree that the voters have a right to use every street exactly how they want to, even if it reduces the quality of life for people that live on those streets that are being cut through. But this isn't just a quality of life issue. In fact, this is a significant safety issue. He would be very much in favor of moving forward with some type of CEQA review or analysis or whatever it takes for us to arrive at the conclusion of what is needed to handle the increased volume in traffic on the 300 block of Orange that would result from further turn restrictions. If we decided at that time to take it to a vote of the people, so be it. He thinks it is worth considering.

Ms. Downey wanted to clarify, as someone who was on the Council that voted to put in the semi-diverters, we did a temporary test with the diverters. That was why we didn't have to do a CEQA. It was only temporary. We were going to see what happened and look at how traffic patterns would change and how the residents would react to it. She is reluctant just because the voter outcry was very loud at the time. She agrees with Mr. Woiwode that the order is important. She would be open to looking at what it would cause if we did put these no left turns in with the acknowledgement to the residents that no decision would be made at this point. Everyone needs information. This would be looked at just to see if it would be safer. She agrees with Mayor Tanaka that she is unsure of what to do with the results. She would at least be willing to study it to a limited degree just so that people will know what would happen if we did that. She doesn't know that it has been modeled with the new two lanes turning between Third and Fourth what that would do to traffic. She doesn't know that we have an answer to that yet and that might be worth seeing.

Mr. Sandke thinks that prudent steps to get public input from the Shores and the Cays residents being the most geographically segmented groups who would probably be the most impacted by this left turn restriction would be something he would be in favor of moving forward with on a

workshop basis, City-sponsored, nothing major but a just talking about things format. If we have learned anything in the last three meetings, it is that the public needs a chance to speak. On #2 he thinks that those are reasonable changes well within the rights of our administrative purview of how traffic works in town. He would be in favor of moving forward there. The Shores and Cays outreach coupled with at least an initial exploration by City staff in terms of the cost of what the CEQA analysis might entail...he thinks those two elements would at least give us a little information. He thinks we want to move slowly and prudently but we may be able to help with the safety problem that we are faced with.

Ms. Downey asked Mr. Sandke if he would want those outreach efforts before we actually did an engineering study. Do we want to get an actual analysis first and then present it to the public for input or does he want to get input on just the general idea without the facts of what may or may not happen?

Mr. Sandke is not personally driven by writing the scope of that particular outreach project right this second. He thinks we would do ourselves a favor, though, to move slowly and prudently. So, could we ask them what they think about it before we spend a bunch of City money on engineering studies or CEQA analysis would probably be doing ourselves a favor. He is willing to listen to some other approaches. We really ought to talk to folks who are affected most by this and do a pulse check. We do ourselves a favor by getting some buy-in from those folks on whether or not we should move ahead with it.

Mr. Woiwode thinks we are ready to take the next steps on this whole package and he would like to see the Council decide on whether or not we want to do #2 which is within our authority to do and let that decision stand as to whether it is yes or no. Then he would like to see the Council, in terms of dealing with what Mr. Sandke is talking about, develop a timeline. If this were to go to the ballot in a year, is it doable? What would we have to have happen in that period of time? How long would it take? When would the public outreaches occur in order to meet that kind of schedule? If the answer is no, then maybe we can do it in a relaxed way as Mr. Sandke has suggested but if the answer is yes, he suspects that is going to drive our outreach program because he is pretty sure it is going to be time constrained.

Mayor Tanaka thinks Ms. Downey is correct. It seems to him that these requests are asking for a technical look at what is involved. That could be technical in terms of the legal standpoint and what CEQA concerns are. It could be technical in terms of Mr. Bailey's point of traffic capacity and whether there are unexpected unintended consequences. He thinks those are things that should come before outreach to groups like the Cays because otherwise you don't have anything to present them other than maybe the idea of something. You would just have to come back to them again. It seems a little cart before the horse. If the Council moves ahead on some or all of these recommendations or some or all of the first two, we should do the technical things first. Either we review it and if we like what we see then that is when we start doing outreach. Part of the outreach would be the timeline issue of if there is the possibility of putting something to a vote that is part of the outreach that we can tell them.

Mr. Bailey pointed out that the staff report says that the Council has until July 19 to approve including a ballot measure for the November 2016 election so he guesses that would be the timeline we are working with.

Mayor Tanaka reiterated Mr. Woiwode's point that it doesn't look like there is a CEQA problem with #2. The Council could just move forward and not study that portion to death if that is what the majority wants to do.

Councilmembers Bailey and Downey are also in support of #2. Ms. Downey suggested that the two items be bifurcated. She added that, in order to do CEQA, the City would have to do the traffic studies. You have to be able to put all that out. The order that it would have to go in is we decide what the project is, then we get it studied both from an engineering, a traffic flow, etc. standpoint, and then that is used to determine what the environmental consequences would be. They can't determine what the impact of something is until they know what it is. It doesn't cost a lot of money to do that traffic modeling but it is part of a larger CEQA analysis so let's make sure we are clear on that. Every time we want to study something, she gets complaints from the public that the Council is wasting money. We have an excess of over \$1 million every year so spending up to \$100,000 to do a traffic study is not a waste of money to get the real answers that would educate all of us on a major change for our streets. She doesn't want to shy away from something because it is going to cost money to do it. If we are going to do it, let's do it right.

**MSUC (Downey/Bailey) moved that the City Council direct the staff to put together the requirements necessary for us to study the option of doing this recommended time for no left turns and then tell us what they believe will be the requirements under CEQA and the costs.**

Ms. Downey would like to find out from staff if we could get it all done such that wording could be available by July.

Mayor Tanaka asked the City Attorney to comment on this.

City Attorney Johanna Canlas commented that the initial step is whether or not there is in-house capability to conduct the Initial Study. That would be the first step because that would establish what level of CEQA review is necessary. Just as a point of reference, in 2003/2004, it was determined to be a Focused EIR and not predetermining the level of CEQA, if it is in fact an EIR, then there would be time constraints potentially before the Council if we are trying to target November 2016.

The City Manager provided what he thinks would be an accelerated schedule. Mr. King explained that if we were to use one of our on-call civil engineering firms, they would have to prepare some traffic modeling because it would be the traffic modeling upon which the CEQA analysis would be based. He is going to assume that the traffic modeling maybe could be prepared by the end of December or January but certainly the holidays is a difficult time to perform that work. Staff would probably be bringing that back to the Council in January or February. If it is any form of an EIR, you are going to have a very difficult time completing the draft and the response to comments by the second meeting in July.

<b>AYES:</b>	<b>Bailey, Downey, Sandke, Woiwode, Tanaka</b>
<b>NAYS:</b>	<b>None</b>
<b>ABSTAINING:</b>	<b>None</b>
<b>ABSENT:</b>	<b>None</b>

**MSUC** (Bailey/Woiwode) moved that the City Council direct staff to restrict left turns from Third Street onto the alleys in the 300 blocks of A, B and C Avenues from 5 to 9 a.m. instead of the current time of 5 to 8 a.m. and afternoons from 2 to 6 p.m. instead of the current times of 3 to 6 p.m.

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

**11c. Receive the Interim Financial Report for Year Ending June 30, 2015; Approve Transfers Totaling \$440,200 from Various Operating Funds to the CalPERS Pension Stabilization Trust Fund and Direct the Allocation of Excess Revenues over Expenditures General Fund Balances to Specific Purposes; Approve the Write-Off of the General Fund Line of Credit Loan to the Storm Drain Fund as of June 30, 2015; and Consideration of Future Contributions for Storm Drain Fund Activities.** City Manager Blair King introduced Leslie Suelter and noted that this will be her final report to the Council as she is retiring at the end of the month.

Leslie Suelter, Director of Administrative Services, provided the report.

Councilmember Downey commented that the Council spoke about assigning CDA loan proceeds to replenishment. She has a request into the Council to look at, in the future, possibly expanding the free bus service. If the Council chose to do everything Ms. Suelter recommended but saved out \$100,000 so that in this year's budget \$100,000 could be put aside to possibly defer those costs, would the best way to do that be to do it now or wait and have it done separately?

Ms. Suelter thinks either is fine. It is not a difficult undo. She reminded the Council that these are one-time monies. She believes that what Ms. Downey is describing would have ongoing costs.

Mr. King added that this is an action staff is looking for that occurred within the time frame of June 30. In addition, we also have additional redevelopment money that was received this year via the sequestered funds which are above and beyond the \$5.8 million. Since staff hasn't brought forward a recommendation for the Council to consider, once that direction is provided, staff will have \$2 million extra that the Council could, at mid-year, use for that purpose.

Mayor Tanaka offered his thanks and compliments to Ms. Suelter. He is supportive of the staff recommendation but commented on Ms. Downey's suggestion. He thinks we should have that conversation separately.

Ms. Downey is happy to support the recommendation as staff has made it.

**MSUC** (Downey/Tanaka) moved that the City Council receive the interim financial report for the year ending June 30, 2015 and approved the following actions: 1) transfer of \$440,200 from multiple operating funds to the PARS Public Agencies Post-Employment Benefits Trust; 2) the General fund write-off of June 30, 2015, Storm Drain Line of Credit

**Loan Balance, principal and interest totaling \$7,101,994; 3) directed that all remaining line of credit proceeds in the Storm Drain Loan fund 165, previously set aside from the General fund to support Storm Drain activities, be applied, on an as needed basis, as a contribution to the Storm Drain Enterprise; and 4) confirmed the commitment of \$5.85 million in unspent loan proceeds reinstated from the former Community Development Agency of the City of Coronado for facilities replacement Fund 136.**

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

**11d. Approval of the Major Special Events Calendar for the Year 2016 and Adoption of a Resolution Approving Those Major Special Events in Excess of Eight Events. Under Consent, the City Council approved six (6) traditional events; approved seven (7) non-traditional, previously approved events; denied the request of KOZ Events to waive the alcohol prohibition and time frame restrictions for consumption of alcohol in Tideland Park to hold a beer garden following the Valentine's Day 10K; denied the request of the San Diego Padres for a bridge bicycle event, Pedal the Cause, on Sunday, November 6; and adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, APPROVING THOSE MAJOR SPECIAL EVENTS FOR CALENDAR YEAR 2016 IN EXCESS OF EIGHT EVENTS. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8772.**

**11e. Adoption of a Resolution Redesigning the Intersections of E and Flora Avenues at Isabella Avenue as Stop Controlled. Under Consent, the City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO DESIGNATING THE YIELD-CONTROLLED INTERSECTIONS OF E AVENUE AND FLORA AVENUE AT ISABELLA AVENUE AS STOP CONTROLLED INTERSECTIONS. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8773.**

**11f. Provide Direction to the City Manager on Whether to Continue Efforts toward Reestablishing the Library Coffee Cart Concession.**

Councilmember Woiwode is trying to determine whether this is a failing business that the City continues to prop up or whether there really is a consumer demand for it so he would like a report but he would like it to target those issues.

City Manager Blair King commented that staff does not believe, based upon past performance of the various operators and the most recent operator that ceased operating on the City's behalf, that if one were to consider the business proposition a recovery of investment there is probably insufficient revenue to justify the recovery of investment. In that context, it would be failing. On the other hand, staff does believe we could generate an operator that would make sufficient revenue to cover the cost because, in the context of what staff is thinking about, there has been a preliminary outreach to the City's concessionaire at the Golf Course. The City's concessionaire at the Golf

Course has indicated that they would be willing to operate this coffee cart with the hours the City is looking at. The advantage that concessionaire has is they have a base to operate out of and like with many things it is difficult with one and is easier with two. This would be their second outlet. In terms of cost recovery to the City, he does not believe, based on past performance, that there is any opportunity here to recover our cost for the outlay. That would be a contribution towards the amenity that the Council is considering funding. Is there an operator that is willing to operate this to cover their cost as a part of their overall service to the City? Staff believes that there is. If the Council were to move forward, his suggestion would be that the motion reflect that restriction or contingency assuming that we can bring to the Council an operator that has deep enough pockets that it will be able to operate this over a sustained period of time.

Mr. Woiwode asked what the demand is. Why do we not allow drinks to be carried into the library? How big a difference would there be if people could do that? Are we restricting the potential success of this business by putting them in a location where they are just not going to get a lot of traffic?

Library Director Christian Esquevin responded by saying there are several different factors regarding the coffee cart. From the beginning of the Library expansion, he viewed it as an amelioration of the ambience of the Library as a whole. There is nothing in terms of a service like that in a several block area of the Library. It is really a nice service to have. We don't allow coffees and other beverages in the Library because they don't mix well with the carpets, with paper, and so forth, and with the travertine tile that we have in the Library. Instead of dealing with the usual clean up and damages that those cause, we wanted to restrict coffee and other beverages to outside.

Mr. Woiwode asked how this business has progressed since it started. It seems that we have taken this series of progressive steps in which we have acquired increased ownership in the business, starting with having a vendor who had a cart and then we moved to where we are today where not only do we own the cart but now we have to invest money to make the business go. Was the business ever successful?

Mr. Esquevin thinks that we had a newcomer to business as the first operator and the second concessionaire was not particularly business savvy and got in arrears in paying her rent so that taking ownership of the cart is a way of really collecting what she owed. She ended up just abandoning the facility. That put the City in a position to decide whether to just shut it up completely or do we try to make a go of the coffee cart through other methods. He feels that it does provide a viable service to the people that use the Library.

Councilmember Sandke is still supportive of the City spending the money to rehab the cart. He asked what the feedback has been since the cart has been gone.

Mr. Esquevin said that there were a lot of questions and some disappointment. He still gets the feedback that people would like to have coffee and that is by several different groups.

Councilmember Downey commented that the Library closes at 5 p.m. on Sundays. They get requests constantly at the Concerts in the Park from people who would love to be able to have somewhere to go to get a bottle of water or something because, as Mr. Esquevin pointed out, there is absolutely nothing within a couple of blocks walking distance. Would it be disruptive to the

Library if that concessionaire was allowed to stay open for a couple of hours past the Library closing on Sundays so that they could provide that service in that location?

Mr. Esquevin doesn't think there would be anything wrong with that.

Mayor Tanaka commented that is one of the virtues with this opportunity. You can keep the cart open during hours when the Library isn't open. Someone can make money at this because it is a beautiful location for such an enterprise.

Councilmember Bailey asked if the Library Board has actually weighed in on whether or not they would allow or would consider allowing beverages inside.

Mr. Esquevin explained that was discussed back in 2005 or thereabouts. At that time, it was discussed in terms of the details of operation including beverages inside the Library and at that time the Library Board decided not to have beverages inside. Water can be brought in.

Mayor Tanaka is very strongly supportive of moving forward with this. He thinks Mr. Woiwode raises excellent points about there not being the greatest track record here. He pointed out all money the City has invested in figuring out how to make this thing work. The reason he is willing to move forward on this is because the staff report says that we have one of the people who didn't win the bid but was on the list and is theoretically willing to move forward and we have a second interested party in the Golf Course. He doesn't want to tamper with that. Staff has handled this already. There is enough opportunity here that between one of those two they should be able to move forward financially. He also thinks it is clearly a bonus for the Library. It is an ambience piece. It is an amenity piece. He is happy with the Library's rules as they stand. It makes a lot of sense to him to not put sticky things in and to create issues that way. There is a lot of potential that has been unharvested by the people who have operated it before. He thinks we would be wasting the money we have already invested in this if we stop now.

Councilmember Bailey does not like throwing good money after bad and is generally not supportive of subsidizing a business that keeps losing money but he doesn't really view this as a business. It is really just an amenity that we are offering our residents. He would like the Library Board to revisit their policy on not allowing beverages into the Library. He also sees a potential opportunity for more business for this coffee cart when the Senior Center opens. That might help provide for their operation. He is okay with moving forward with this with option #2.

Councilmember Downey agrees with Mr. Bailey. She can see why people want to keep it there. She likes what staff is recommending and she supports it.

Mr. Sandke can't vote yes fast enough on this. It is a great amenity for the community as a whole. He loves the possibility of them being open on Sunday evenings during the concert season.

Mr. Woiwode would like nothing more than to see this succeed. He likes it a lot when it is open. He hates it when it is not open. He is supportive of the motion to go forward with the \$48,000.

**MSUC (Woiwode/Sandke) moved that the City Council expend an additional \$48,000 to complete the reconstruction of the coffee cart and construct**

**the companion auxiliary conveyance and mobile support units,  
respectively.**

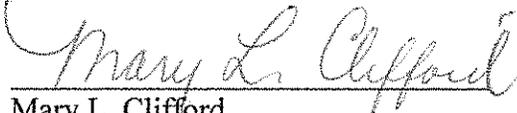
**AYES:** Bailey, Downey, Sandke, Woiwode, Tanaka  
**NAYS:** None  
**ABSTAINING:** None  
**ABSENT:** None

12. **CITY ATTORNEY:** No report.
13. **COMMUNICATIONS - WRITTEN:** None.
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 5:45 p.m. in honor of Sybil Stockdale and Kathy Clark.

Approved: November 3, 2015

  
\_\_\_\_\_  
Casey Tanaka, Mayor  
City of Coronado

Attest:

  
\_\_\_\_\_  
Mary L. Clifford  
City Clerk