

**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, February 3, 2015**

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

**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 January 20, 2015.

**MSUC (Downey/Sandke) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of January 20, 2015, with de minimis corrections. 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 5l with the addition of Item 11b.

Councilmember Downey suggested the addition of Item 11b. She commented on Items 5i and 5j. She owns homes near both of those and these are actually both recommended contracts to do work on existing City facilities so she is not going to recuse herself because this will not be an additional benefit to her properties that is different than anything else in the City. They both exist. On Item 5e, the Cultural Arts Commission annual report, she thanked the CAC for finally doing something that the City has batted around for a long time which is looking at developing proposals for a Coronado utility box project. Maybe something will actually happen with this. On Item 5k she pointed out that vans that are being recommended to replace the ones for the Recreation Department are replacing old ones that served multiple purposes for City staff. Staff had commented that they hoped the replacement vans would make it a little bit easier for seat removal.

Councilmember Woiwode knows that both the Bicycle Advisory Committee and the Cultural Arts Commission chairpersons are present and prepared to speak in detail about the work they have done. A lot of work is reflected in both these reports and is very much in keeping with the charters of these two committees. He wanted to acknowledge that.

**MSUC (Downey/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5l with the addition of Item 11b – Consideration of Reappointment of One Incumbent, John Moutes, to the Coronado Transportation Commission.**

<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>

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

5b. **Review and Approve that the Warrants, as Certified by the City/Agency Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2014-2015.** The City Council approved payment of City warrant Nos. 10104973 thru 10105079. The City Council approved the warrants as certified by the City/Agency Treasurer.

5c. **Approval of Request from the Friends of the Coronado Public Library to Waive the Alcohol Prohibition on Public Property to Allow Service of Wine and Beer at a Reception at the Coronado Public Library from 6:30 p.m. to 9 p.m. on Friday Evening, February 6, 2015, at a Friends Social Event and Coronado Author Reception; and Grant Standing Approval to Waive the Ordinance for this Annual Friends Event and other Library-Sponsored Events.** The City Council approved the request to waive the alcohol prohibition on public property to allow service of wine and beer in the Coronado Library for the February 6 Friends event and other Library-sponsored events.

5d. Receive the Coronado Bicycle Advisory Committee Annual Report for 2014. The City Council accepted the Coronado Bicycle Advisory Committee Annual Report for 2014.

5e. Accept the Cultural Arts Commission's Annual Report for 2014 and Work Plan for 2015. The City Council accepted the Cultural Arts Commission's Annual Report for 2014 and Work Plan for 2015.

5f. Adoption of a Resolution Accepting and Appropriating Federal Grant Funds in the Amount of \$22,472.05 Provided by the FY 2013 State Homeland Security Program (SHSP) Administered through the County of San Diego Office of Emergency Services for the Purchase of Three Long Range Acoustic Devices (LRADs). The City Council adopted A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, ACCEPTING AND APPROPRIATING FEDERAL GRANT FUNDS IN THE AMOUNT OF \$22,472.05 PROVIDED BY THE FY 2013 STATE HOMELAND SECURITY PROGRAM (SHSP) ADMINISTERED THROUGH THE COUNTY OF SAN DIEGO OFFICE OF EMERGENCY SERVICES FOR THE PURCHASE OF THREE LONG RANGE ACOUSTIC DEVICES (LRADS). The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8718.

5g. Accept the Glorietta Bay Marina Restaurant Kitchen Floor Repair Project and Direct the City Clerk to File a Notice of Completion. The City Council accepted the Glorietta Bay Marina (GBM) Restaurant Kitchen Floor Repair Project and directed the City Clerk to file a Notice of Completion.

5h. Extension of Contract for As-Needed Civil Engineering Consultant Services Provided by Psomas. The City Council extended the contract for Psomas to provide as-needed civil engineering consulting services for one year and directed staff to issue a Request for Qualifications to select a second as-needed civil engineering consultant.

5i. Award of Contracts for (1) Construction of the Alley and Sewer Main Replacement Project and (2) Professional Engineering Construction Support Services; and (3) Appropriate an Additional \$1,061,000 for the Project. The City Council: 1) Awarded a contract to P.K. Mechanical Systems, Inc. in the amount of \$1,006,500 for construction of the Alley and Sewer Main Replacement project (Contract No. 15-CO-ES-555) for the base bid plus the optional location; 2) Awarded professional engineering construction support services contracts to Harris and Associates for construction surveying and support for a not-to-exceed amount of \$75,000 and inspection services for a not-to-exceed amount of \$100,000; and 3) Appropriated \$1,061,000 from the Wastewater Fund to the project.

5j. Authorization to Advertise the Street Rehabilitation Project: D Avenue from First to Tenth Streets and Third Street from Pomona Avenue to Glorietta Boulevard. The City Council authorized staff to advertise the project to overlay the entire length of D Avenue and Third Street from Pomona Avenue to Glorietta Boulevard.

**5k. Authorization for the City Manager to Execute Purchase Agreements for an Amount Not to Exceed \$200,000 through Cooperative Purchasing Programs for the Following Vehicles: Two Chevy 3500 15-Passenger Vans; One Ford Escape 4x4 Utility Vehicle; and One Ford F250 Supercab 4x4 Truck.** The City Council authorized the City Manager to execute the purchase agreements for an amount not to exceed \$200,000 in order to replace four vehicles which are programmed for replacement in the current FY 2014-15 Vehicle and Equipment Replacement (VER) Fund 135 and the Wastewater Operations Fund 510.

**5l. Second Reading for Adoption of “An Ordinance of the City Council of the City of Coronado, California, Amending Sections 40.48.010(A), 40.48.010(C), 40.48.012(A), 40.48.012(B), and 40.48.055(B) of Chapter 40.48 of Title 40 of the Coronado Municipal Code Regarding Curfews.** The City Council adopted AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA, AMENDING SECTIONS 40.48.010(A), 40.48.010(C), 40.48.012(A), 40.48.012(B), AND 40.48.055(B) OF CHAPTER 40.48 OF TITLE 40 OF THE CORONADO MUNICIPAL CODE REGARDING CURFEWS. The Ordinance, having been placed on First Reading on January 20, 2015, was read by Title, the reading in its entirety unanimously waived and adopted by Council as Ordinance No. 2048. The City Clerk read the title of the adopted ordinance and announced that the vote at the introduction of the ordinance was unanimous.

**6. ORAL COMMUNICATIONS:**

**a. Jennifer Luther** has written a letter and has a number of attachments and she shared some excerpts from her letter. She is looking to make a change to the Coronado Municipal Code with respect to land use. She finds that someone can come in and dump 22 huge truckloads of dirt on the lot behind her with no grading permit and no dirt adding permit of any kind, no building permit of any kind. We don't require that in Coronado. It turns out that there was an old house there that was demolished. She provided a copy of the Poway municipal code where they require permits for stockpiling building materials, grading permits, dirt dumping and dirt removing permits. She thinks we need a land use issue that comes before we build our houses. It should cover clearing the land, grading, excavating, adding fill dirt, altering drainage and erosion, and stockpiling of materials. She has given the Council some materials that they can review and she hopes the Council will consider changing the municipal code. It will benefit all of our citizens if we have an eccentric neighbor next door or someone who wants to build a hill on their backyard or build a castle. The City doesn't currently have much stopping them.

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

**7a. Response to Council Direction to Initiate Nixle Notifications.** City Manager Blair King began by saying that we are approaching the one-year anniversary of the Council's adoption of the new no smoking ordinance that pertains to smoking on public property, parks, sidewalks, streets, excluding the golf course. We have relied primarily upon public education as our enforcement tool. We want to use this one-year anniversary to reinforce to the public the no smoking ordinance. We have put a banner up on Orange Avenue. We will be developing flyers to distribute to businesses that we hope are placed on community bulletin board sites to take this opportunity to make sure that this ordinance remains at the center of the public's consciousness.

Mr. King announced that the City applied to SANDAG for an I-Commute grant to assist us and the Council did approve the work plan for the Bicycle Advisory Committee. Part of the effort is a bicycle rodeo to teach safety and encourage safety and SANDAG has awarded the City a \$3,000 grant as part of the I-Commute program for that bicycle rodeo.

Mr. King also reported that on August 19, there were two requests from councilmembers where the Council directed him to further investigate or implement as possible, one related to the implementation of the Bicycle Master Plan and one asking what we can do to better allow the public to be informed of traffic and accident-related closures of the roadways or other public issues. This request came from Councilmember Bailey who was aware that the City was looking at Nixle. Mr. King reported that the City has implemented Nixle. On October 19, the City went live with Nixle. Nixle is a subscription-based social media public outreach tool. The public can access Nixle by going to the City's website on the homepage. Through the Police Department, the City issues advisories for bridge closures and other traffic impacts to Coronado. We have been experimenting with public notification for quite some time. Prior to deploying Nixle, we had a small e-mail list of basically 17 groups that we notified of bridge closures. As more people found out, the requests for inclusion increased. Since the launching of Nixle, the City now has 347 individuals who have subscribed to the Nixle account along with the original 17 groups. Anyone can subscribe. The City is providing this as a tool to the public if you are a Coronado resident. The advantage of Nixle over other base systems is that you can receive texts, emails – there are a variety of different ways to subscribe to Nixle. He believes the City has ironed out all of the wrinkles. He encouraged people to subscribe. The City will begin to use Nixle to notify people in other ways as well.

Councilmember Downey was one of the first people to sign up and has found it very helpful. You are not limited to one way of being notified. You can do both texts and email if you like. She encouraged people to do both.

## 8. PUBLIC HEARINGS:

8a. Public Hearing: Consideration of Environmental Initial Study Documents and Determination of Whether to Proceed by Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report for the Glorietta Bay Marina Dock C and Boat Launch Ramp Renovation Project Addressed as 1715 and 1917 Strand Way, and Direction Regarding the Preferred Dock Design at the Boat Launch Facility (City of Coronado IS 2013-04). Assistant City Manager Tom Ritter and Ann McCaull, Senior Planner, made the presentation on this item. Additional remarks were made by Barbara Heyman of PlaceWorks.

Councilmember Downey commented that the Dock C proposal is actually 659 sq. ft. less than the existing dock. How much bigger is the proposed loading dock than the current one?

Councilmember Woiwode found the answer on page 77. Option 1 will be 868 sq. ft. more and Option 2 would be 1,200 sq. ft. more.

Ms. Downey feels there is a difference between bay coverage and length and asked about that. That is not the same thing as actual length because some of that is on the land and not in the Bay.

Ms. Heyman referred to Table 4 of the Initial Study, on page 36. The first column shows the total dock area for each of the existing dock, Option 1 and Option 2. The third column shows the difference between the existing dock and either Option 1 or Option 2. The square footage difference between Option 1 and the existing dock is 1,527 sq. ft. and the square footage difference between Option 2 and the existing dock is 1,859 sq. ft.

Mayor Tanaka opened the public hearing.

Kevin Reilly showed a map with a red line on it. To the right of the red line is designated open bay and to the left of the red line is Coronado's leasehold. He suggested that if the City goes to the right of the line, into open bay, the likelihood of running into challenges with other governmental agencies is increased quite a bit. Are the benefits worth the costs? What will happen if the City goes into open bay? The first thing is that would require a Port Master Plan amendment and any time the Port does a Master Plan amendment that requires Coastal Commission review and approval. That one thing will trigger a review by the Coastal Commission. The second thing that will happen is that the City will need Army Corps of Engineers approval because the water belongs to the feds and if you are driving pilings in federal water then that is Army Corps of Engineers and they are very much interested in the biological side of things as well as whether or not it is in the public interest from a federal point of view. The third thing is that the land underneath belongs to the State Lands Commission. If you are going to expand the City's lease, then the State Lands Commission will be involved. They go by the Public Trust doctrine and whether or not it provides benefits to the public statewide. Very much the decision to move from Coronado leasehold into public water space he think relates to whether or not the City wants to do a full blown EIR or a Mitigated Negative Declaration. If you decide to stay within the current leasehold, then there is no Port Master Plan amendment involved. You are basically doing what you want to do on your property. No amendment is required to the Port Master Plan. A Mitigated Negative Declaration is probably fine because the City is within the leasehold and won't have any problems with Coastal, Corps of Engineers or State Lands. It would be a pretty significant savings for Coronado, both in terms of time and expense, and a very much greater chance of long term success by staying within the leasehold. If you go outside the leasehold, then it is a different story.

David Greer asked if this project would encompass people. He wondered if people could use these docks to enter and swim in the Bay.

Mayor Tanaka closed the public hearing.

City Manager Blair King commented that the City has received a variety of correspondence over time regarding people swimming across Glorietta Bay. The Fire Chief has been in communication with the Port Police who have been in communication with the Coast Guard. The current position is that the Coast Guard does not allow swimming in the channel; however, the posture of the Port Police is that they want to work with the community as far as they can. Because of the buoys that have been established close to the Boathouse, many people are swimming parallel with the buoys and back and therefore not swimming across the channel. We have floated the idea of trying to change the rules to the Port Commission or to the Port staff. From all indications Mr. King has heard, the Coast Guard would not be amenable to that.

Fire Chief Mike Blood agreed on all counts. He confirmed what the City Manager said. With regard to safety, the mixing of swimmers and a boat lane are not conducive to each other. The

idea of traversing across the boat channel is not something that either the Harbor PD or the Coast Guard has recommended. In fact, their opinion, if they have to give one in writing, is going to be in opposition to that. They have recommended that if we have people who are interested in swimming that they traverse along the buoy line.

Mayor Tanaka assumes that whole water area is not considered the channel.

Chief Blood explained that there is an actual chart that shows the boat channel and the boat channel goes from about the south end of the rip rap just to the south of the boat ramp and goes over to where the green buoys are and follows the green buoys out into the Bay. It is kind of an off of an L shape. At the direction of the City Manager, he has proposed that question both to the Coast Guard and to the Harbor Police and neither one was in favor of allowing swimmers into the boat channel.

Mayor Tanaka asked if the location of the boat dock currently is that. Could someone jump off of that pier and not be negative waters?

Chief Blood responded that they would be in the boat channel.

Mr. Greer asked if it would be possible to put a designated course, maybe 100 meters long, between the two projects. Right next to the beach is not in the boat lane.

Chief Blood pointed out that the only true designated swimming area is within some buoys in front of the Boathouse to the south of the boat ramp and dock. That is the designated area. However, when asked the question, the recommendation is that the swimmers, if they are going to swim out there, they stay right next to the buoys on the far south side. The Coast Guard and Harbor Police will not recommend any swimming across the boat channel.

Councilmember Downey verified that the Council is being asked to look at whether or not it is comfortable with a Negative Declaration as the way to proceed. There will still be more work done for the Negative Declaration. Are we concerned by what we have seen in the Initial Study that we think it needs something more than a Mitigated Negative Declaration?

Mayor Tanaka added that the second part is to select the design Option 1 or 2 for the boat launch facility.

Ms. Downey wants to talk to the Council about the first one. She is comfortable that the analysis in the Initial Study is sufficient for the City to proceed along a Mitigated Negative Declaration regardless of which option we ultimately recommend. She doesn't think it matters because in the analysis of the docks, regardless of the comments from the public speaker, the dock itself is actually going to be less and won't take up as much water space. Based on the analysis in this study, we are going to have a Mitigated Negative Declaration that would be sufficient to address all the issues. It is true that regardless of which option we take, it is almost required that there will need to be review by the Coastal Commission and the Port. Just because they are going to get reviewed doesn't mean you shouldn't do something and just because you don't do something doesn't mean you won't get reviewed. The Coastal Commission has lots of abilities to look down at many things even if you think you have avoided their jurisdiction. She urged her colleagues not to try to make a decision on whether you want the first alternative or the second alternative to be

based on whether or not you have to do additional CEQA. She doesn't believe that should govern and she doesn't think it would govern. A Mitigated Negative Declaration is sufficient no matter what recommendation the Council makes on which configuration it wants for the boat launch facility.

Councilmember Bailey is comfortable with the staff recommendation.

Councilmember Sandke addressed Mr. Reilly's comments by saying that we do have a great opportunity here to make this dock a better use of our water space and moving into that additional water space will be marginally problematic but certainly something that is worth doing. In terms of the specific benefits we get by moving the dock into deeper water and adding eelgrass that will be bayside is a definite plus to the project. With respect to Mr. Greer and his swimming, there are plenty of people swimming, a significant portion of whom are Navy SEALS in their off time swimming between the Golf Course and, speaking as a boater, we pay close attention to the water when coming in and out of that channel. At nighttime, the Navy SEAL training takes place with safety boats with flashing yellow lights on top of them. There is a significant degree of protection that exists currently for the folks who do crisscross that navigable channel. He totally understands the reticence of any government body to say yes to doing that. There are so many more people enjoying the Bay because of that wonderful successful project that the City put in down at the Clubhouse. That is such a gem. He finds the construction methods to be significantly less disruptive. Most of the negative impacts that were identified in the Study are related to the construction period which is a short duration of time relative to the amount of time we will be enjoying this. It certainly adds public access. The shoreline preservation and repair that will happen along with the storm drain area represents a great opportunity for the City to preserve Glorietta Bay Park and a portion of it near the bike path and not having that fall into the Bay is probably a good thing. The Dock C expansion isn't really an expansion because it is the same number of slips. It is in scale with the current marina. It could have gone further. A project that might have been more ambitious might have brought more slips down further along the waterfront. There certainly seems to be room for it from a strictly space standpoint but he thinks the project is in scale with the current needs and it reflects a modest approach and he applauds City staff for that. He knows Mr. Reilly was involved in some of those discussions, not only for the configuration of C Dock but also the addition of the low free board dock to the Boat Ramp project. That is a fantastic addition. The beach loading area is a wonderful addition to the project. He hadn't anticipated it until he read the documents. He thinks that is a great spot for it and it represents one more opportunity for folks to make use of the Bay. He favors Option 2 as it provides a dock in a direction that is more favorable to the prevailing winds in the Bay. Having used that dock several years and bringing children and other people back and forth to the anchorage, making the dock a little larger will facilitate better usage and a mix of usage between dinghies that are ferrying people back and forth as well as folks who are using the ramp to put their fishing boats in and their jet skis. He does think that the favorable wind direction along with the larger linear dock area is good. He thinks it adds an insignificant amount of environmental impact and it is one additional piling. There is no real difficulty in navigation but he thinks it is a very workable configuration in Figure 2. If you are really concerned about the extra piling that goes at the end of the low free board dock, you might shorten that to 30' instead of 40' so that there is less exposed area. He doesn't want to lose the dock area but 40' is a pretty long way for folks who are launching skulls and other boats. He would like to maximize the amount of utility of the facility but if we have to go to 30' because of the extra piling on the end he would like the Council to look at that a little bit. Finally, Mr. Merkel in his report is happy to share that, on the environmental side of things, as a result of

the confounding factors around over water structures it is not at all clear that Bay coverage results in significant or even negative impacts to marine and avian resources. He talks about both sides of that issue. Moving from 1,970 sq. ft. of eelgrass impacts to 2,255 sq. ft. of eelgrass impacts lets us look at the additional environmental impact as insignificant related to the additional utility of Option 2. He agrees with Councilmember Downey that a Mitigated Negative Declaration is appropriate.

Councilmember Woiwode commented that the staff presented the history of this and we have talked about design options a lot. He didn't really feel as if we were here to redesign Dock C at this point. He thinks we are here to talk about the environmental aspects. He believes that the document presented does a good job of showing the mitigation where it is necessary so he is very comfortable with that approach. As far as the design of Option 1 or Option 2, he doesn't have a preference. He has heard the logic that Councilmember Sandke just articulated. He heard the logic that Mr. Ritter articulated. He doesn't feel as if he has a basis for making a decision in that case either way. He is happy to support either option on that.

**MS (Woiwode/Bailey) moved that the City Council direct that a Mitigated Negative Declaration be prepared.**

Mayor Tanaka asked if Mr. Woiwode would be willing to add the third and fourth recommendations.

**MS (Woiwode/Bailey) moved that the City Council direct that: 1) a Mitigated Negative Declaration be prepared; 2) direct staff to update the Initial Study to reflect the preferred option; and 3) the Mitigated Negative Declaration and Initial Study be circulated for public review and comment.**

Councilmember Downey clarified that we have not selected a design option yet. She is not sure we can tell them to circulate the Mitigated Negative Dec until we choose the option first.

Mr. Woiwode's motion was withdrawn until an option was selected.

Ms. Downey didn't get into the details of the environmental discussion because she believes we need to get the public input out and that is what we are going to do once we select and it goes out for public input on the Mitigated Negative Declaration and the option that we have chosen. She had the chance to listen to Mr. Sandke and she greatly appreciates his explanation of the difference between the two options on using that dock area. If it does appear, because we have so much extra usage with the kayaks, etc., having the little protection they would by having that additional L shape on the front actually might improve their ability to use it, even though navigating might seem to be a little bit harder but the ability to come in and have protection might be better. She is interested in the public's further input on that as we move forward. She would be in support of the recommendation that Mr. Sandke put in terms of Option 2 for the boat launch ramp.

**MS (Downey/Sandke) moved that the City Council select design Option 2 as the preferred dock design for the boat launch facility.**

Mayor Tanaka thinks he actually favored Option 1 but he is willing to listen.

Councilmember Bailey is not a sailor either and would defer to someone like Mr. Sandke.

Mayor Tanaka asked Mr. Sandke if he feels strongly about this.

Mr. Sandke does. When he first read the report, it seemed odd that they would recommend Option 1 considering the utility of Option 2. He spent some time going back over the report and talking with City staff. He understands their reticence but he thinks the utility option of Option 2 is significantly greater than Option 1 and that is why he would like to move forward on that one.

Mayor Tanaka thinks that the staff recommendation makes more sense to the layperson like him. It looks more symmetrical and it is simpler. It doesn't need as much. To him that makes it more likely to get through all the approvals. He is not against added utility and he feels that Mr. Sandke makes good points. His skepticism comes from whether it is really that much added utility.

Mr. Sandke explained that 50' of linear dock is being added on the front side of it and another 40' on the inside of it. It will add two or three dinghies at least on the outside and on crowded weekends that will make a big difference.

Mayor Tanaka suggested the possibility of Ms. Downey withdrawing her motion to allow Mr. Woiwode to make one all-encompassing motion.

Ms. Downey withdrew her motion.

**MSUC (Woiwode/Bailey) moved that the City Council direct that: 1) a Mitigated Negative Declaration be prepared; 2) select design Option 2 as the preferred dock design for the boat launch facility; 3) direct staff to update the Initial Study to reflect the preferred option; and 4) the Mitigated Negative Declaration and Initial Study be circulated for public review and comment.**

Ms. Downey clarified again for the public that all this does is confirm that the Council is directing staff to go with the Mitigated Negative Declaration. There is ample discussion in the documents over what kind of mitigation would be necessary for either of the options and if something should come up during the public discussions that suggest that the City needs to move into mitigating an area that is not properly addressed in here, we can add that. We are not ending anything here.

<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>

- 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** attended a meeting of the Golf Course Advisory Committee; attended the Gateway Workshop.

**Councilmember Downey** attended the South County Economic Development Committee meeting; attended the SANDAG Retreat; met with Heidi Wilson and received a briefing on the plans for the City's 125<sup>th</sup> Anniversary Celebration; met with the General Manager of the Hotel Del and is scheduled to meet with the General Manager of the Loews; had the chance to meet with the representatives from the South Bay at the SANDAG Retreat. Mr. Woiwode is going to be the South Bay representative to the SANDAG Transportation Committee. Mr. Sandke is going to be on the Borders Committee and Ms. Downey will be on Planning.

**Councilmember Sandke** attended the SANDAG Retreat; is excited about the 125<sup>th</sup> anniversary of the City; met with the MainStreet Board.

**Councilmember Woiwode** attended the SAFE Coalition meeting; attended the Coronado Cares annual meeting; attended the SANDAG Retreat; attended an MTS Board meeting; MTS had a ribbon cutting on their new Eighth Street low floor station in National City; met with the General Manager of the Hotel Del; the San Diego Regional Chamber of Commerce had an anniversary meeting last Monday; attended Naval Complexes; attended an Airport Authority briefing on the rebuilding of Terminal 1; attended the Cays Homeowners' Association Board meeting.

**Mayor Tanaka** attended a Fire JPA Dispatch meeting; attended the Police Volunteer Dinner; attended the Mayors and Managers meeting; attended the Naval Complexes meeting; met with Andre Zotoff at the Hotel Del; attended a lecture by a politician who is a professor of Political Science at USC named Robert Shrum; attended the Japan Society Gala; attended a tour of the Coastal Campus.

**11b. Consideration of Reappointment of One Incumbent, John Moutes, to the Coronado Transportation Commission.** Under Consent, the City Council reappointed Commissioner John Moutes to a second three-year term to expire on February 28, 2018.

**11c. Report on Multi-Year Financial Forecast Through Fiscal Year 2020 for the General Fund.** City Manager Blair King introduced the item. Director of Administrative Services Leslie Suelter made a presentation for the Council and public. This item and Item 11d were taken concurrently.

**11d. City Management's Approach, Principles, Applied Techniques and Timeline for Preparation and Implementation of the 2015-16 Financial Plan.**

Mayor Tanaka asked the City Attorney about the reference Mr. King made to the City being successful in court and he has also referenced the possibility that the legislature might pass new legislation to undo our victories. He asked if it is legally possible for them to do the ex post facto thing and to, after the fact, legislate you out of your victory.

City Attorney Johana Canlas responded that there is a provision that the courts only would look at if there is a final judgment. In this case, there is potential and likelihood that they would put the

legislation to looking back. They can actually do that. There is case law to suggest that they will do that.

Mr. King continued with his presentation.

Councilmember Downey referred to Attachment A, page 182, the General Fund Multi-Year Projections. It has been Ms. Suelter's practice that we always are ultra conservative in estimating our revenue and conservative in our expenses to make sure we cover all of them. TOT revenues are going to be higher than projected and they always are but the one thing that Ms. Suelter did go up on instead of down was the charges for services. She wanted an explanation for that and wondered if that is because the Council just approved the increase in services to the Police Department. Why is it, for the first time ever, that Ms. Suelter is showing something going up when normally she doesn't?

Ms. Suelter explained that the 14/15 budget is \$1.3 million for charges for services and that reflects decisions that were made in the past year. All other revenues she used 2% for. That minor increase that is shown in the years following was just applied generally to all of them.

Ms. Downey was curious because when you go from 2013 to 2014 actual and then budget 2014/2015 and there was a budget revenue figure that would normally be shown as lower than the previous year's actual and this time there was one that was higher.

Ms. Suelter continued with an explanation for Ms. Downey and tried to clarify some confusion.

Ms. Downey asked what happened that led Ms. Suelter to think we will have more in Charges for Services even though the actuals from 13/14 were less than that.

Ms. Suelter explained that these are charges that were approved for this year's budget which she did not go back and adjust when the actuals came in. Her focus of this report was on 15/16 and after. She is pretty sure there were some increases in some accounts but would have to go back and look. This effort was all around 15/16 and beyond and they were driven off of the 14/15 budget.

Mr. King added that there is no specific fee that represents that increase. It is a cumulative that staff had been trying to stay current with a variety of different fees. Some of them were direct fees for service and others were fees and charges.

Councilmember Sandke thinks it is important that the residents recognize that the City has a couple of things coming down the line. Ms. Suelter highlighted some changes in the storm water fees that we may be looking at. How much is that loan that the City Manager suggested that we might write off in the General Fund?

Ms. Suelter responded that we have loaned about \$7 million, not including interest, from the General Fund. Interest brings it up to closer to \$9 million.

Mayor Tanaka asked over what period of time that loan has been made.

Ms. Suelter thinks our first loan was in 2002 or 2003.

Mr. Sandke wanted to share that in discussions with EDCO he learned that the City can expect an increase coming down from them so between trash and wastewater and the Stormwater issues we have significant utility increases coming down the pike. Some we have already seen. Some we are not entirely sure about. Some we know are coming pretty shortly. As a Planning Commissioner, he approved an awful lot of documents that included a \$7,500 fee in lieu of providing affordable housing. He saw one item on Mr. King's report that reflected a kind of a fee that sounded like it was where that money goes. Is that sitting in a fund? Will that go to housing?

Ms. Suelter responded that it will go for housing. We don't have a lot of housing money but that is what that money is for. It accumulates over time and is in a separate fund.

Mr. King commented that the money that is unspent sits in a fund. As the Council knows, you have previously approved an agreement with Keyser Marston to assist the staff in preparing a solicitation for an affordable housing developer. There is a very good chance that staff would recommend that any remnants within the in lieu affordable housing fund be used in the future as part of a future project to rehabilitate our existing housing units and move forward in the future.

Ms. Downey feels that is in keeping with the amount of money the City sets aside from folks that are building new that goes towards the transportation mitigation that the property developers pay. Already within the recommended actions going forward we are going to take \$61,000 and move that towards appropriate street and road projects. She wonders if we might want to think about leaving that separated out for now. It is only \$61,000. There may be other things that we may want to use that for. As we are dealing with the impact of additional housing or additional units or additional traffic, we are constantly being asked for project money to fund whatever traffic issues we might want to, whether that is putting sharrows down all our streets or whatever it might be. Rather than just folding it generally into the omnibus street and road projects, keeping it separate might actually be helpful in the future. It could be designated for something so that people who are building now and are contributing that know where that money is going. Ms. Downey commented on #19 by saying that she is very, very supportive of what Mr. King is discussing about our CalPERS future and something to do to possibly buy down our obligation. One of the things that would be helpful when that comes back would be an idea of how much of that there has been in the past and what has been done with that money in the past. Should we want to make that a budget item in the future, every time, so that it will automatically roll in there? Everything just goes into this big, omnibus fund here and it is nice that it is properly identified to prepay future liability.

Mr. King commented that we are going to over budget our PERS contribution for the miscellaneous employees. That creates a system where at the end of the year we have excess money. What we have done is we have put that into a fund within the City's fund and invested it through LAIF. We think we can come to the Council with a vehicle. If we give that to PERS now, unless we ask for a fresh start, PERS will take that money and spread it out over 30 years. The benefit is somewhat lost. What we are thinking about doing is the same IRS trust provisions that allow the City to fund an OPEB would allow the City to fund a retirement fund. We could then take that money and have it managed and rather than, with the interest rates of LAIF, we could take that and invest it at a little bit more competitive that would be more aligned with what PERS' expectations are in terms of return on investment. We could be bringing to the Council before the end of the Fiscal Year a recommendation that we create that type of fund.

Ms. Downey thinks it sounds to her like it really would be better if we could get the restart. She understands there are problems when you apply for that but it would be something she would be interested in hearing about.

**MSUC (Sandke/Woiwode) moved that the City Council receive the report on the multi-year financial forecast and the recommended approach and principles for preparing the fiscal year 2015/16 financial plan.**

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

**11e. Response and Recommendation to Councilmember's Request to Implement Coronado's Bicycle Master Plan in a Cost-Effective Way and Addition of Appropriate Shared-Lane Markings.** Cliff Maurer, Director of Public Services & Engineering, provided the presentation on this item.

Mayor Tanaka asked for some examples of where the sharrows would go in. Would it be on all streets when they are repaved? Are there certain streets within the Bicycle Master Plan that are being recommended for the sharrows?

Mr. Maurer responded that there are no streets that are being specifically recommended for the sharrows. In the Bicycle Master Plan there are really Class II bike lanes that are recommended and then Class III bike routes which are signs that designate that this is a bike route. The sharrows can supplement the Class III bike routes. You would not put them where you have bike lanes because you have a specific bike lane. All other streets that are not designated would be looked at to see if it is appropriate. The sharrows themselves do not provide any additional right or privilege to a bike rider. All they do is help awareness so that the bicyclists know which side of the road to go on and which direction to travel in. It encourages them to get off the sidewalks. Hopefully it makes vehicle drivers aware that bicycles are allowed on the street and to look out for them. Staff would look for the streets that are not designated for Class II bike lanes to add sharrows where it is appropriate.

Mayor Tanaka asked if the Master Plan has been updated to include the areas where Class II bike lanes were proposed and then rejected.

Mr. Maurer responded that it has not.

Mayor Tanaka continued by saying that the document still lists those neighborhoods that didn't want them as part of a plan to eventually put Class II lanes in them.

Mr. Maurer explained that would be the way they would like to go ahead. The concern, as he stated before, was that the reason that it came before Council on individual projects was they felt they were being targeted.

Mayor Tanaka understands but feels that even to some Councilmembers it might be surprising to hear it explained that way. He thinks it would certainly be surprising to the people on those streets involved, like H or Country Club, who think it is settled law that they don't need to worry about it. We need to clarify that because he does not think those residents are going to be happy to sort of know that the concept is that we still plan to put a Class II bicycle lane in there, just some other time. He is not sure that is exactly the direction that the Council wants to give either.

Councilmember Downey has the same question. She does not mean to be argumentative. When Mr. Maurer says 'as appropriate' it would say to her that if the law is that bikes can be everywhere cars can be then every street would be appropriate unless there was already a painted bike lane to put these sharrows in.

Mayor Tanaka would like to assume that Mr. Maurer chose not to answer his question in more detail than he did and that we will have to discuss it when we get to discussion.

Councilmember Bailey asked what type of notification residents receive currently when their streets are going to experience the slurry seal and how perhaps additional information would be included in that notification to let them know that there may be a bike lane going down their street after it receives its new seal.

Mr. Maurer responded that staff does notify ahead of time once the streets are identified. Staff needs to post three working days ahead for the no parking.

Mr. Bailey is curious how much time is given before it actually gets before the Council.

Ed Walton, City Engineer, explained that when the City hires the contractor it is included as part of the specifications that the contractor must put out door knockers that describe when and where they are going to be on a specific date. They receive that about a week in advance.

Mr. Bailey asked if there is any recommendation for how, if we were to start including this as part of the slurry seal, how that notification might change to allow residents an opportunity to weigh in on whether or not they wanted a bike lane on their street.

Mr. Walton responded that hasn't been worked through yet but that could be something that could be incorporated.

Councilmember Sandke commented that he missed the discussion on the Coronado Avenue situation earlier and believes they were the residents who did not want it. Attachment 2 shows that Coronado Avenue gets signs for the bike route but does not get painting. A Class II gets painted lanes and a Class III gets signs that say Bike Route.

Mr. Maurer responded that is correct. In addition to the signs, the City suggests that sharrows be added as well.

Mayor Tanaka thinks that what he and Ms. Downey are reflecting is a disconnect with the way staff is understanding the Council's direction and perhaps the way it did. On two different occasions, there was a plan for the Class II bicycle lane to be drawn in and we received a lot of feedback from those particular streets that they didn't want it. It was certainly not a unanimous

Council but the Council that voted on those issues sided with those streets and residents who said they didn't want it. We need to clear up today, or at a future meeting, if those past votes reflect new policy and that those are no longer going to be either parts of a master plan we are looking to implement, whether we are going to update the master plan – what does the Council want to do? It is news to him that these streets are still included. He thought it was a little intuitive that if the Council voted down and said it wouldn't put those markings on their street there was no further comment that we would put a sharrow or a sign there. We need to be clearer and we have two new members since the last time this was voted on. Does the Council need to keep that process in place where, if sharrows are going to be proposed for Q Avenue, does the Council want to make sure it is still part of that process so that if it wants to block it, it can or will it be made kind of automatic and then put sharrows down, get complaints, undo sharrows, etc. That is part of a discussion the Council is going to need to have.

Ms. Downey knows what the recommendation was. What if the Council threw all of that out and decided today that we will vote that every time we do a slurry seal we put sharrows everywhere? Forget lanes. Is that something that could be done?

City Manager Blair King summarized by saying that the request staff received that the Council said it wanted evaluated and reported on was to identify appropriate bicycle markings for all streets in Coronado's jurisdiction and develop a policy for installing these markings in a cost effective way consistent with the street maintenance schedule. That was the direction staff received from the Council. Staff took that direction and asked what that means. The only guidance staff had was the currently adopted Bicycle Master Plan. There was not a modification made previously. That is what staff tried to interpret and bring to the Council. If the Council wants to redefine what that paragraph said, that is fine because staff just wants to properly interpret the direction given.

Mayor Tanaka would like to get questions out of the way, give the public a chance to speak, and then that discussion is one the Council needs to have.

Mr. Sandke asked about an approved bike lane, Class II, that is a painted lane, on B Avenue from the Post Office all the way to First Street. We are directing traffic to cross Third and Fourth on B. We are directing bicycle traffic to do that with that lane in the Bicycle Master Plan.

Mr. Maurer responded that the Bicycle Master Plan does go that entire route. He wouldn't go so far as to say that the City is directing but we are certainly creating a lane.

Mr. Sandke feels that the lanes do encourage. He is a little troubled by that.

Mr. Maurer added that in the Bicycle Master Plan there are traffic devices that are included at Third and Fourth that Caltrans does not support which was the HAWKS.

**The Mayor opened the floor for public comment.**

Fern Nelson is with the group Concerned Citizens of Coronado. The City does have a Bicycle Master Plan and this seems to kind of side step our Master Plan in that this actually is saying to mark up every street. That has nothing to do with the Bicycle Master Plan and she thinks it is a little disingenuous. She knows that the Council is trying to be very transparent and she thinks that is excellent but this is not transparent. She thinks that the argument is flawed in that if the people

on H didn't want the bike lanes on their street, we will just put them on every street. That is a flawed argument. If we were to extrapolate from there, we don't want the stop lights on B. Why don't we just put stop lights everywhere? It is not a reasonable thing. In terms of when residents would have notice, if you have already decided that you are going to put markings on the streets and do that with maintenance, giving a week's notice that maintenance is going to be coming and the bicycle lanes are going to be coming is not sufficient. She thinks this is starting to be where it is just not transparent to the public. She also pointed out the different options on page 203. To state that all streets can have bicycle markings when that is not part of the Master Plan, for that to be Option 1, which was voted on and everyone on the Bicycle Committee voted for that, on the Transportation Committee, four people voted against and three for so that barely passed. This is not an open approach. With B being designated as a bike lane that is leading up to B or H being designated for traffic lights so it all seems to be that there is an outcome that is already decided upon and all of these actions are going towards ending up with that. Attachment 3 talks about this back-in angle parking. The argument here does not seem to be a reasonable argument or an argument that is backed up by any data to say that backing in angle parking is easier than front angle parking. She would appreciate if the Council really considered all of this.

Dan Orr, Bicycle Advisory Committee Chair, supports this for the reason that Mr. Woiwode brought up in the beginning. All of the streets are legal for bikes to ride. The object here is how to mix cars and bikes and pedestrians safely. Mr. Woiwode and staff have suggested a way we might be able to do that. He also shared the US Transportation Secretary Anthony Fox's challenge to mayors and local elected officials to take a significant action to improve safety for bicycle riders and pedestrians of all ages and abilities over the next year. The mayors' challenge participants will be invited to attend the Mayors' Summit for Safer People, Safer Streets in March and their cities will spend a year helping their communities improve and undertake seven activities to improve safety, the fifth of which is to take advantage of opportunities to create a complete ped/bike network through maintenance. Find ways to make facility improvements for pedestrians and bicycles during resurfacing and other maintenance projects, expanding and improving existing roads and facilities to build biking and walking networks as part of a regular and routine resurfacing and other maintenance programs can be a low cost, effective alternative. He would really like the Council to take this seriously. The staff report suggests markings 'where appropriate'. We have lots of assets to work with in the City to make sure that the appropriate markings go on the appropriate streets.

Rory Hutchison is an ordinary bike rider. Her kids were bike riders. She likes the idea of the markings because it alerts, especially people who are not from Coronado, to be looking out for people on their bikes, especially our children. She reiterated that our concern, at least in Country Club, is that we have a lot of people that like to ride extremely fast through there because there are no stop lights on Coronado Avenue or cross streets. It has been problematic for the kids and the pets and the ordinary people living in that neighborhood so she wanted to reiterate that they don't want it to be a freeway for bikes in that area. The markings all over really don't trouble them.

Councilmember Woiwode is troubled if we, as a Council, are willing to renegotiate every item that we approved already. We approved the Bicycle Master Plan and then we went and undid portions of it. He doesn't like the idea of having a policy to do something, for safety reasons, and then say that if someone doesn't want us to do it that we won't. His proposal is not that we say that any time a street doesn't want bike markings we won't put them there. His proposal is that these things are shown to improve safety and the City is irresponsible if we don't do them. He wants to see the

City implement the Bicycle Master Plan. If it needs to be changed, there is a way of doing that. He doesn't want to see the Council say that this street doesn't like sharrows and it would be a good idea from a safety standpoint but they don't want it. That happens to be whoever showed up at the Council meeting didn't want it. The rest of the people said that was cool and threw the notice in the trash. He doesn't want to be that responsive on a street-by-street basis. He thinks that is an irresponsible approach to a safety issue. He stands pat with his recommendation to go forward, as staff recommended, with implementation of the Bicycle Master Plan and put sharrows on streets where it is appropriate.

Mayor Tanaka threw a counter idea out. He also was involved in voting for the Master Plan and looked at the Master Plan as a set of projects, a set of items he is willing to give preliminary approval to but he didn't see it as a final list. He doesn't see every item and every type of bike lane as things he is all ready to sign off on. He sees them as a hunting list and we have a Bicycle Commission and he is certainly willing to say that the Bicycle Master Plan is a set of items that might result in taking action but he actually likes the way the City has handled it. He likes that the Council is responsive to those streets. As much as he is interested in a Bicycle Master Plan, he wants to moderate that plan against the interests of those neighborhoods. He does want to respond, if he thinks it is appropriate, to neighborhoods who don't want those markings. He has to say that he might have voted differently but he wasn't ready, when we adopted the Master Plan, to sit there and vote on every item, up or down, right then. He was willing to create a collection of items that we might take action on in the future. His feeling is that staff and the Commission have brought items back to us in an order they are comfortable with. The things that we have signed off on and have put markings on, like Glorietta, he doesn't have misgivings over but he is not ready to approve everything on that list. In fact, he thinks there is some confusion with some members in terms of items that we voted against, like H Avenue or Coronado Avenue, and what now? Do we want to amend the Master Plan to reflect that? What now in terms of future processes? He is not totally convinced that sharrows mean a whole lot. He thinks it is a good point to make that technically bicycles are allowed on any of those streets. He supposes that putting sharrows down reminds people of that. He thinks that, to some extent, it gives people the impression that the City is recommending it. He doesn't know. 'Where appropriate' tells him that staff has the same question of where exactly we do want to put sharrows. Do we want to stick to our Master Plan list of Table 6.2 Class III bike routes? He thinks we need to decide more. His preference is to do it on a case-by-case basis. He certainly feels like the Master Plan is a good place to start in terms of staff or the Bicycle Commission bringing back areas where they want to start putting those markings into existence. That gives the public plenty of noticing time if they want to comment or not. He thinks we definitely need to decide as a Council how we want to proceed with that.

Councilmember Sandke has had a lot of conversations about safety with folks and has heard Mr. Orr's comments about the DoT recommendations. He has trouble with H Avenue and B Avenue for two different reasons. One, H doesn't want it and has come forward and said they don't want it plus it crosses Third and Fourth; and B simply is a problematic way to direct bicycle riders without some type of treatment that reflects safety on that avenue. That said, the significant savings that have been identified over time by City staff and the significant work that has gone into this Bicycle Master Plan by not just the committee but City staff as well leads him to believe that he could go forward with something as far as a recommendation based on these streets that have been identified and treatments that are appropriate for those streets based on the documentation provided minus H Avenue and B Avenue. He doesn't know if an amendment to the plan would be appropriate. Would it preclude a marking later?

Mayor Tanaka asked why Mr. Sandke is including B Avenue.

Mr. Sandke thinks that encouraging bicycle riders to use B Avenue to cross town is not safe.

Mayor Tanaka put Mr. Sandke on the spot because with H Avenue it is something the City Council has discussed in the past. That is one issue of what do we do with that decision.

Mr. Sandke added that Mr. Maurer indicated that when the decision for B Avenue was identified it included safety lights, HAWK signals, some type of treatment...

Mayor Tanaka commented that the Council has not discussed B Avenue yet. The same discussion that took place with H Avenue that they didn't want it when we were ready to move forward, hasn't taken place yet with B Avenue. Mr. Sandke's intuition is already pointing out the same negative discussion that has taken place on at least two separate occasions one could forecast for B Avenue. He doesn't think they fully appreciate that they are already on a list for Class II bike lanes. Mr. Woiwode's point is a good one. Either the Council intends to do all of these and needs to do a better job of telling everyone or Mayor Tanaka is proposing the alternative. This is a list that the Council is willing to give preliminary approval to but when we are ready to put the actual markings down do we want to give those streets and neighborhoods a chance to weigh in. You could argue that we have already put them on notice as this thing passed years ago. Mayor Tanaka stated that, as a practical matter, they don't know that. We found that out the hard way. H Avenue came out with enough people. Mr. Woiwode could be right that it could have been an anecdotal sample but in any meeting you have to make that determination. Are the five people that are against and the one person for representative of the whole? Do you think they are biased? Those are all calculations the Council makes when it deliberates. Mr. Sandke has used his own intuition to knock B out of consideration potentially.

Mr. Sandke continues to discourage cross town traffic being encouraged to cross Third and Fourth on H as well. The anecdotal evidence that was shared tonight where the H Avenue people got upset about this is understandable and may be weighing in his head but as he looks at the Circulation Element and the bike lanes that are proposed, the ones that actually have marked lanes, belong on the outside of the island and not straight through it. That is just an intuition.

Mayor Tanaka referred to the list on page 192 for Class II, and asked Mr. Sandke if, except for H and B Avenue, his position is pretty similar to Mr. Woiwode's in that he is ready to move forward with those.

Mr. Sandke agreed with that statement. He looks forward to listening to the rest of the Council discussion.

Mayor Tanaka asked about the next table that proposes Class III bike routes. Those would be obvious places, under that logic, to approve sharrows.

Mr. Sandke responded that he would approve whatever the Class III markings are and he believes that those are a sign and a sharrow.

Mayor Tanaka wanted to know if Mr. Sandke was willing to extend that same logic so he can better understand where Mr. Sandke is coming from to that next Table 6.2.

Mr. Sandke does so coming from a position of safety and a position of smart people have looked at this and recommended this. People whose business it is to ensure the safety of bicyclists and co-use of the roadways.

Mayor Tanaka summarized that there are two people who are more or less willing to proceed with the Master Plan as it is for Tables 6.1 and 6.2 on page 197. Mr. Sandke has pointed out two areas he wouldn't support under Table 6.1. He wanted to point out that he does not support that approach. Anything that is on this list he is willing to consider when it comes to the Council. He would want staff to come to the Council for one final approval to either move forward with this or not to. That is what we have done in the past. He thinks that approach gives the public a little more safety in terms of if they want to reject one of these and we are giving them that chance.

Councilmember Bailey pointed out some things that he likes about what Mr. Woiwode is proposing here. He likes that it does create a schedule. He likes that it is more cost effective when we do both of these things simultaneously. He also likes that it is less disruptive to the neighbors to do both the slurry and the markings simultaneously. What he doesn't like about it is that it just doesn't reduce the level of notification to the residents. It effectively eliminates it completely. They have no opportunity to weigh in. As Mayor Tanaka pointed out, the fact of the matter is that the vast majority of the residents don't know what the Bicycle Master Plan is and they couldn't tell you the difference between a Class I, Class II and Class III lane. He would like to see if maybe there is the possibility of having the best of both worlds. When the slurry seal is scheduled for a certain street the residents can be notified that it is a possibility, depending on their reaction, to put a bike lane, whether it be a Class II or Class III on their street, receive their feedback and if the neighborhood comes back and says that they don't want that on their street, then we proceed with the slurry seal and don't implement the markings. The Bicycle Master Plan should be adjusted accordingly based on their feedback. He thinks that is something that might be a compromise between both positions.

Councilmember Downey apologizes for stopping to talk to the City Attorney but this conversation has turned twice in ways that might have had to make her recuse herself. If we are literally going street by street, the question is the very reason someone on H didn't want it or on Coronado didn't want it suggests that there may be some concern if you are a homeowner on those streets. For the record, since a bike can go on every street in our City legally now, whether we put a sharrow or a bike lane, it isn't going to have a financial impact such that she has to recuse herself. She was the one that threw out the idea of putting sharrows on every street. Mr. Woiwode did not. The Bicycle Committee did not. She really doesn't get people that don't want bikes on their streets and she is trying to figure out a way to avoid the impact that the concerned people do have. She truly understands the concerns of people but it almost seems to her that if we just put a sharrow on every single street then they are all the same. And it does remind drivers. She understands that sometimes if you have it everywhere then it will cease to be a reminder and will be meaningless but she turned everyone's attention to the pictures on page 204. We quickly glanced by the fact that turning the angled parking from front in to back in is also in the Master Plan because that is actually recommended as safety for bikers. The sharrow is right there. She thinks that is a great reminder. Everyone who walks to get in the car would cross over a sharrow to remind them when they are pulling out that they are crossing a possible place bikes would be. She didn't mean to put

anyone on the spot when she asked what was meant by appropriate street. She truly was trying to figure out if someone had a definition of appropriate street that she just didn't know. She doesn't want to berate the Bicycle Master Plan. She is just trying to figure out a way, because she envisioned, sadly, if we do what Mayor Tanaka suggests that we won't get any Class II bike lanes in Coronado. Everyone will come and say they don't want people being routed on their street. At this point she is worried about doing anything.

Mayor Tanaka asked if Ms. Downey is proposing that in the instances where we didn't put in Class II was there a silent majority that wanted it and just didn't get heard those days?

Ms. Downey agrees with Mayor Tanaka and doesn't want to redo what was already done. It worries her that we didn't amend the Bicycle Master Plan because that is what it says. She hates to kick the can but maybe we send this back to the Bicycle Committee and tell them that for the streets where the City has already said that there won't be a Class II there because the residents have spoken and a majority on the Council agreed, can we have something in the plan so we don't have to keep amending it every time but saying that we just put sharrows in that street or do something so that we don't have to keep going back every single time this happens, which she envisions it will.

Mayor Tanaka commented that on the streets where we didn't do it, we didn't say that we would do sharrows.

Ms. Downey is suggesting that we don't have the right to do it at this point. It needs to go back to the Bicycle Committee to have the Bicycle Master Plan amended. What we did does not follow our own plan. It seems to her that the public didn't pay attention. She doesn't think anyone knew what it meant when we adopted it.

Mayor Tanaka stated that with this Master Plan the Committee has already told us what they want. He doesn't think it would be fair to them to go back to them and say that they need to figure out what the Council wants.

Ms. Downey is not saying 'we' but rather the public. With all due respect to the wonderful people on the committee and it is collectively our fault for not having enough public input in that process. She agrees with Mr. Bailey that the average person doesn't have a clue as to what a Class I, Class II, Class III bike lane means or have thought about it for their particular street or gave input on it based on their own street or their children's use around town. She just thinks there needs to be more thought on this and more public input.

Mayor Tanaka is proposing that, for the most part, we leave this Master Plan alone, except in instances where we deliberated on whether or not we are going to now do it. The Council, with respect to H and Coronado Avenue, decided that it would not. The only thing he thinks we should update in the Master Plan is every time the Council says no we won't, we, as part of that action, should update the Master Plan to reflect it. People on H and on Coronado shouldn't have to worry about whether the Council is going to redeliberate that some other time on some other council. He thinks we should consider that settled law and, as part of this, if we move in that direction, strike those items out of the Master Plan. He is suggesting leaving the rest of the Master Plan as it is and, along with Mr. Bailey's proposal, when staff or people are ready to come back and say to mark a certain street with the sharrows or with whatever the Master Plan suggests, we either

confirm to do it or deny it. Some streets said yes. Glorietta didn't fight it. Sixth Street didn't fight it. He isn't saying that zero people came forward in opposition from those streets but on Glorietta there were more people that said yes than no. That was part of his deliberation. He did not receive a lot of feedback that was negative on Glorietta. Some of the people he received positive feedback from live on Glorietta. He voted for it and doesn't have any remorse about it. It has gone forward and he doesn't get any complaints about that street. There are some streets where we have Class II and no complaints and it appears to be working. We have had some streets where councils have struck down Class II and said no like H Avenue. He thinks we should update the Master Plan every time the Council strikes down one of the recommendations but leave all of the other ones there and if we know we are going to repave D Avenue or some street where there is a Master Plan recommendation that we add sharrows or a Class II, then the transparency that people are asking for would be built into that process. That is, to him, the most logical way to proceed that at least acknowledges that past councils have said to certain streets that if they don't want the marking it won't be forced on them. He doesn't know a better way to proceed. He knows he can't proceed any more after today under the assumption that all of the things on page 197 are going to move forward. He very much agrees with Mr. Bailey that moving forward with the staff proposal makes it less transparent. People are going to be surprised when they find out that either sharrows are going on their street and they didn't know it or particularly Class II ones. He thinks Mr. Sandke already hit on this. We are going to hear more from B Avenue if that is the way we go and we owe it to any street if 50 people want to come to the Chambers and ask why that is being done we are committed to hearing from them. He needs to hear more in order to think there is a better approach than that. He asked Mr. Woiwode if he is still committed to keeping the Master Plan the way it is and moving forward with it the way it is.

Mr. Woiwode is trying to figure out how to salvage something from what Mayor Tanaka is proposing. There are distractors that have been brought up tonight. Back-in angled parking, which is proven to be a very effective tool and is being done in National City and Oceanside and it is a pretty important next step for us and is in the Master Plan and, as Councilmember Downey points out, in the picture that is shown it is very compatible with sharrows. It really does help the case. If he looks at Sixth Street, he sees a lot of kids riding in the bike lanes who were previously on sidewalks. The most dangerous thing you can do on a bike in this town is ride it on the sidewalk because you cross alleys and other places where visibility is restricted and that is where kids get hurt. To see kids riding in the bike lane with parents and kids that he knows previously were on the sidewalk is really an encouraging sign to him. When we see kids riding together on unmarked streets, we often see them riding two or three or four abreast. They are not acknowledging the fact that they are required to move to the right and let faster traffic pass them if there is space to do that. On all the 48' wide streets there is space to do that and they are not allowed to obstruct traffic. Sharrows have been placed in the roundabout and are a clear sign that you are entitled to take that lane and ride around that circle. He does it all the time and watches a lot of people do it. He believes the signage has been effective. He believes that we need to have the gumption to say that what is safe is safe. If someone is worried about some second order problem such as there being some kinds of riders on their street that they don't like on their street or something like that, that is not the thing that should guide our decisions. The whole discussion about the Class II bike lane on B, which at the time it was designed in the Bicycle Master Plan, was accompanied by signaling devices at Third and Fourth and obviously the picture has changed on that. What else has the picture changed on? That is worth discussing. We just heard a resident from Coronado Avenue say that sharrows seem like a good idea if they are on a lot of streets but they just don't want to be targeted. That is the point of this. We want to make people not feel targeted and yet in the same

way to take advantage of the safety improvements that come with this kind of notice. He doesn't mind if it turns out that we want to look at it street by street and if there is a lot of opposition but we need to be a little more sensible about what constitutes opposition. You can fire up a Facebook announcement that is totally bogus and it misrepresents a situation and get a lot of people to storm city hall while most of the other people are thinking that something is going to be done. He heard from a number of people on H that they were surprised that they didn't get a bike lane. He is not saying that more people wanted it than didn't want it. He is sure that the people who were vocal were more numerous that night in opposition than the people who wanted it. He is back to wanting to do something sensible on a City wide basis and he would rather not say that whether or not you get markings on your street depends on what you like. He would rather say whether or not you get markings on your street is a matter of the public safety. He would like to find a way to get to that point. If we can't do that, then he supposes that what Mayor Tanaka is the next best thing.

Mr. Sandke drafted a motion that moved forward with the plan minus H and B and he added some language about a 30-day notice. We are trying to find the right balance here. He certainly feels that going ahead with the safety aspects of this in support of Mr. Woiwode's comment about us having the gumption to use safety as the driving force here. It is our role as leaders in the City to provide a safe environment for our residents. A great deal of this plan does that.

Mayor Tanaka feels like the City has taken an incremental approach to this. We can either continue that incremental approach or do something more substantive. He is still inclined to take an incremental approach.

Ms. Downey commented that if that is what the majority wants that is fine. She wants to give the residents a chance to talk so that seems to be the only way to do it. The reason she brought up changing the parking to backing in is because when we say we are going to save money and we are redoing the street that would include changing the angle of parking. She wants to be real clear. If that is what we are saying we are going to do and give 30 days' notice and whatever else – as she understood the staff recommendation had the Council done the first option, the next street that was going to get, if it happened to be D in front of the High School, one street would be facing the other way. That did concern her to do on a street-by-street basis because she thinks that maybe should not just be one street at a time.

Mayor Tanaka commented that the Council has not done anything to affirmatively disqualify that sort of parking situation, nor to confirm it. We have talked about areas where we are going to do it but we haven't actually finalized that we are going to do it anywhere. That is part of the dilemma that faces us. Is the Master Plan a document that we intend to execute? Is it a plan that we intend to execute in force? He only sees it as preliminary approval. He looks at all of Section 6.2 and is not even sure he agrees with it. He only agrees that he is willing to consider it. In a sense, that is a failure on his part or on the Council's to be clear what it wants the Master Plan to be. He encouraged Ms. Downey, if she wants to move forward with the proposal as suggested by Mr. Woiwode and Mr. Sandke, to do it. He is just sharing his view on how to be a Councilmember. He needs to be responsive to the public. If the public, in large number, doesn't want something he is not going to support it. He doesn't just see this as a public safety issue. If we agree that there aren't a lot of people that are aware that we intend to do all of these things, then that is a challenge. Maybe there should be agreement to move forward along with agreement that there is a need for a lot more public outreach. He thinks it is more practical to take things on a case-by-case basis. If three or more want to move forward with this, they should not let him discourage that. He is just

saying that his view on how to do the job is different. He doesn't regret not putting one in on H and he doesn't regret not putting it in on Coronado because they convinced him that they didn't want it. His hope is that where the bike lanes do exist, like on Sixth Street and Glorietta, maybe over time will change some of their minds and he would love to see a day when H Avenue has enough residents come back and say to do it. He senses that Ms. Downey wants to go the route that Mr. Woiwode and Mr. Sandke want to go and they should if they want.

Councilmember Bailey thinks Mr. Woiwode makes a really good point and it is probably shared by everyone on the Council. There are certain situations where, even though the majority of our residents might not necessarily be really excited about a certain proposal, we, as the Council, take an action that is for the betterment of the entire City. The wastewater rates are a good example of this. There was disagreement on the Council on when those should be considered for increase but the majority of the Council decided that we needed to increase the wastewater rates even though he bets you could ask the vast majority of residents whether they wanted their rates increased and the vast majority would say no. We did it anyway because it was the right thing to do. Getting back to the bike lanes, generally speaking we are in a pretty safe environment for bikes with sharrows or without sharrows. There might be certain streets that we could improve the safety of the cyclists and pedestrians and that might override the general sentiment of that neighborhood but the only way to actually have that conversation and make those decisions on an individual basis is by doing it in an incremental approach where we are going to do the slurry seal and we give the residents an opportunity come and share their thoughts with us. If we just take this blanket approach, we don't actually have the opportunity as a Council and we don't give the residents an opportunity to actually weigh in. He thinks that is incredibly important for him and he definitely would not support any motion that put the implementation of the Bicycle Master Plan essentially on auto pilot and completely eliminated further consideration from the residents.

Mayor Tanaka agrees with Mr. Bailey's position.

Mr. Woiwode asked if Mr. Bailey would be willing to say that any street that is resurfaced, part of the discussion at that time should be whether or not it is an opportunity for appropriate signage and let the public weigh in on it at that time. Every resurfacing project would have that as a component of the public notice and an opportunity for staff to make a recommendation and for the public to comment on it.

Mr. Bailey would be much more in favor of that as opposed to just doing a blanket approach right now.

Mr. King summarized the current approach to the preventive maintenance. Tonight the Council approved authorization for bid for a preventive maintenance project. As far as he knows in Coronado, the Council has never given a prioritization for streets for preventive maintenance. Generally, the Council knows that within a seven year cycle all streets will be slurry sealed. At some point in time, streets will be overlaid. At some point in time, streets will be reconstructed. The Council does not have a document that spells out the order. The Council has allowed staff to bring that to it. If the Council would like to provide notification to the public of the potential of implementation of the Bicycle Master Plan on their street (the implementation has been constrained or instigated due to grants) and there is no implementation plan in the Master Plan. Partly what the Council is talking about now is an implementation plan. As a practical matter, what he would envision would be required is prior to the preparation of the specifications for bid,

staff would need to notify the residents that there is a Class X bike path proposed and somehow provide a way to let the City know within 30 days. Staff either comes back to Council prior to the preparations of the bid plans and specs or they are incorporated into the bid plans or specs which would be more difficult and the Council would say to delete that provision or whether to eliminate that or not. We started this off from a staff point of view to think about how we could minimize our work. What we would do would be to have another step to go out and tell the residents that the City will be taking a recommendation to implement the Bicycle Master Plan on their street along with the preventive maintenance overlay. This will be done on a certain date. This would be put on the agenda and people come forward and the Council decides to give staff direction one way or the other. One of the reasons staff puts authorizations to bid on the agenda for the Council is to give it another bite at the apple. It may not get the attention that it deserves. The physical manifestation of a project is the only time you get the public's attention. If the Council would want, staff would have to incorporate a system of notifying the public that this is contemplated, giving the date and then receive Council direction. After that, it would be turned over to Engineering to prepare the construction plans and specs.

Mayor Tanaka asked Mr. Woiwode if this would satisfy his interests with respect to the Master Plan.

Mr. Woiwode thinks that it is better than doing nothing. He can support that. To him it points to the fact that it is timely to redo the Bicycle Master Plan. That is a subject for another day and it will probably get a lot more attention the next time around given the kinds of things that have come up with that as back drop. We might have a higher level of confidence the next time we do it that we have, in fact, engaged the public.

**MSUC (Tanaka/Bailey) moved that the City Council direct that we move forward and try to align the City's rescheduling for the paving of streets and that we realign it with the existing Bicycle Master Plan. Whenever streets are being proposed for their sequence in repaving or redoing of the roadways and roadway markings we should first notify the public that would be affected on those streets to give them a chance to comment and that their comment window be at least 30 days. The Council will then have a chance to hear those comments and make a decision before moving forward on a bid on those streets and the proposed markings.**

Ms. Downey can support that. She would have gone a little further but if we are going to look at possibly updating the Bicycle Master Plan that might take her concerns into account. If we are going to give notice to the residents on the street that is a 30 day notice. The problem is that normally when something gets on this agenda people don't get 30 days. If you get something in the mail, it is not always 30 days. She is trying to figure out how to get the most notice but not just to the residents of the street. The other question is that our children ride on every street. The PTAs may want to know or someone who is not on that mailing list may want to know. Would it be possible to have a list serve so that people could just get emailed when a street is going to be on there?

Mr. King responded that on one hand anything is possible but the degree of difficulty and the burden starts becoming high.

Mayor Tanaka clarified that his motion and the 30 day notice is for the residents affected. His motion does not preclude staff doing whatever it can to let the public know that something is going to be on the Council's agenda. At least with 30 days rather than the two week turnaround there is a little more time. His motion isn't stipulating how to do that. It makes it possible that those things can happen with 30 days of notice.

Mr. Sandke wanted to make sure that it wouldn't preclude any addition of sharrows on streets that are not on this Bicycle Master Plan list.

Mayor Tanaka is trying to marry the Master Plan to the absence of how we are going to implement it through the maintenance schedule. Other things can be done. He is trying to make it logical.

Mr. Bailey thinks there is a lot of discussion around the Master Plan. Do we want to revisit the Master Plan before we make a motion on something like this?

Mr. Woiwode feels that revisiting the Master Plan is independent of this. What he is hearing Mr. Sandke and Ms. Downey say is whether there is the ability in this process for a resurfaced street that is not identified in the Bicycle Master Plan. If the community can veto it, can the community add?

Mayor Tanaka responded that the community can ask for whatever it wants. The Council can say yes or no. That is not settled law. The way his motion is worded we are tying street maintenance to the Master Plan. The Master Plan can be changed whenever people want to change it. It sounds like there is more to discuss and he deliberately did not include in his motion the question about past decisions in Coronado. That is something we need to talk about separately some other time about whether we want to adjust the Master Plan to reflect those Council decisions or how it wants to handle it. His motion stands. The direction is for staff to keep doing what it does in terms of its plan for redoing the streets and to work the Bicycle Master Plan into that consideration, to give the public 30 days' notice about what those proposed street markings will be if the Council moves forward, and that within the 30 day notice that will give the public a chance to comment, the Council a chance to make one last decision before either moving forward or not on those markings on those streets.

Mr. King thinks that the Mayor has a sensible motion. He thinks Mr. Sandke understands that the issue of additional sharrows is off the table with this piece.

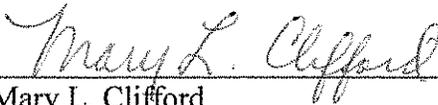
<b>AYES:</b>	<b>Bailey, Downey, Sandke, Woiwode, Tanaka</b>
<b>NAYS:</b>	<b>None</b>
<b>ABSTAINING:</b>	<b>None</b>
<b>ABSENT:</b>	<b>None</b>

12. **CITY ATTORNEY:** No report.
13. **COMMUNICATIONS - WRITTEN:** None.
14. **ADJOURNMENT:** The Mayor adjourned the meeting at 7:10 p.m.

Approved: February 17, 2015

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

Attest:

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