

**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 17, 2015**

**CALL TO ORDER/ROLL CALL 3:15 pm**

**ANNOUNCEMENT OF CLOSED SESSION**

- 1. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**  
Pursuant to Government Code Section 54956.9(d)(2)  
One (1) Potential Case: Facts and circumstances need not be disclosed under Government Code section 54956.9(e)(1)
  
- 2. CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATOR AUTHORITY: Government Code Section 54957.6**  
**CITY NEGOTIATORS:** Blair King, City Manager; Tom Ritter, Assistant City Manager; Leslie Suelter, Director of Administrative Services; Johanna Canlas, City Attorney  
**EMPLOYEE ORGANIZATION:** American Federation of State, County, and Municipal Employees (AFSCME), Local 127
  
- 3. COMMUNICATIONS – ORAL: None**

**Councilmember Sandke recused himself from Closed Session Item 1.**

**The meeting adjourned to Closed Session at 3:16 pm.**

**The City Council reconvened at 3:33 pm and Mayor Tanaka announced that there was no reportable action.**

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

**1. ROLL CALL:**

**Present:** Council Members/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 February 3, 2015.

**MSUC (Downey/Bailey) moved to approve the minutes of the Regular Meeting of the City Council/the City Council Acting as the Successor Agency of February 3, 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 5d.

Councilmember Woiwode suggested the addition of Item 11b.

Councilmember Downey commented on the grant. It appears that Coronado is far ahead of some of its law enforcement neighbors. We spent well over an hour at SANDAG deciding if we were going to accept the license plate readers program and adopt policies on it. She was amazed as our community has vetted this before, talked about it and now it is part of our program. She congratulated the Police staff and everyone that has gotten the City to be able to use these services and to make them part of our law enforcement efforts.

**MSUC (Downey/Bailey) moved that the City Council approve the Consent Calendar Items 5a through 5d with the addition of Item 11b - Consideration of Appointment of One New Member to the Cultural Arts Commission.**

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

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

**5b. Review and Approve that the Warrants, as Certified by the City/Agency Treasurer, are all Correct and Just, and Conform to the Approved Budgets for FY 2014-2015.** The City Council approved payment of City warrant Nos. 10105353 thru 10105541. The City Council approved the warrants as certified by the City/Agency Treasurer.

**5c. Approval of a Resolution Authorizing the Receipt and Appropriation of Up to \$65,174 in Funds Provided by the 2014 Operation Stonegarden Grant Program through the County of San Diego.** The City Council approved A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING THE RECEIPT AND APPROPRIATION OF UP TO \$65,174 IN FUNDS PROVIDED BY THE 2014 OPERATION STONEGARDEN GRANT PROGRAM THROUGH THE COUNTY OF SAN DIEGO. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8719.

**5d. Award of Construction Contract to Fordyce Construction, Inc. in the Amount of \$232,600 for the Repair of the Golf Course Cart Barn Roof Trusses and Appropriation of \$62,000 from the Golf Fund.** The City Council awarded a contract for the repair of the Golf Course Cart Barn Roof Trusses to Fordyce Construction, Inc. in the amount of \$232,600 and appropriated \$62,000 from the Golf Fund to cover project costs.

**6. ORAL COMMUNICATIONS:** None.

**7. CITY MANAGER/EXECUTIVE DIRECTOR:** No report.

**8. PUBLIC HEARINGS:**

**8a. Public Hearing: Adoption of a Resolution Approving a One-Lot Tentative Parcel Map to Allow for Condominium Ownership of Three New Residential Units, and One Existing Historically Designated Residential Unit, for the Property Legally Described as All of Lots 4 and 5, Together with the Westerly 1 Foot of Lots 3 and 4 in Block 16, Map 376 CBSI, Addressed as 1004-1010 Tenth Street in the R-3 (Multiple Family Residential) Zone (PC 2014-17 Walter James Brown and Kathryn Sue Justice).**

Councilmember Sandke commented that during the period after his election and before he was sworn in, he attended a Historic Resource Commission meeting where this item was on the agenda. He did speak to it. To avoid any appearance of bias, he recused himself from this item.

Tricia Olsen, Associate Planner, provided the staff report for this item.

Mayor Tanaka invited the applicants to address the Council.

Kevin Rugee, architect for the project, provided additional information on the project. He introduced Larry Walsh, the project civil engineer, who is available for questions.

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

Mayor Tanaka will be delighted to support the Planning Commission recommendation. He is particularly delighted that the historic structure is saved under this proposal. He is also delighted that the maximum density that would be achievable hasn't been achieved so that is something that benefits the City as well.

Councilmember Downey would be happy to second the motion and offered her appreciation to the owners. She was not as happy when this original historic property was designated historic. She was saddened that she thought it was just going to be way back there and no one would ever see it. Kudos to Mr. Rugee, the owners and whoever else participated in finding a way to be able to use those two parcels and still save a historic property. That required creativity and she is sure a little work with City staff. This is a great solution.

Councilmember Woiwode finds it delightful that this is the outcome. At the time this was designated historic everyone wondered what would happen next. This is a pretty good next.

MSUC (Tanaka/Downey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING A ONE-LOT TENTATIVE PARCEL MAP TO ALLOW FOR CONDOMINIUM OWNERSHIP OF FOUR RESIDENTIAL UNITS FOR THE PROPERTY LEGALLY DESCRIBED AS ALL OF LOTS 4 AND 5, TOGETHER WITH THE WESTERLY 1 FOOT OF LOTS 3 AND 4 IN BLOCK 16, MAP 376 CBSI, ADDRESSED AS 1004-1010 TENTH STREET, CORONADO, CALIFORNIA. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8720.

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

**8b. Public Hearing: Adoption of a Resolution Establishing or Adjusting User Fees for Services Provided by City of Coronado Police Services; and Introduction of an Ordinance Amending Chapters of the Coronado Municipal Code Regarding Certain Fees for Police Services.** Police Chief Jon Froomin provided the staff report on this item.

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

**MSUC (Woiwode/Sandke) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO, CALIFORNIA ESTABLISHING CERTAIN USER FEES FOR SERVICES PROVIDED BY THE POLICE DEPARTMENT AND REPEALING PREVIOUSLY ADOPTED AND/OR CONFLICTING USER FEES FOR SUCH SERVICES. The Resolution was read by title, the reading in its entirety unanimously waived and adopted by City Council as RESOLUTION NO. 8721. The City Council introduced AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CORONADO AMENDING TITLE 40, CHAPTER 40.40 OF THE CORONADO MUNICIPAL CODE REGARDING DISTURBANCE ABATEMENT FEES; AMENDING TITLE 40, CHAPTER 40.42 OF THE CORONADO MUNICIPAL CODE REGARDING FALSE ALARM FEES; AND AMENDING TITLE 56, CHAPTER 56.32 OF THE CORONADO MUNICIPAL CODE REGARDING ZONE DESIGNATIONS AND PARKING METER RATES. The Ordinance was read by title, the reading in its entirety unanimously waived and placed by the City Council on FIRST READING.**

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

9. **ADMINISTRATIVE HEARINGS:** None.

10. **COMMISSION AND COMMITTEE REPORTS:** None.

11. **CITY COUNCIL BUSINESS:**

11a. **Council Reports on Inter-Agency Committee and Board Assignments.** Mayor Tanaka invited Council members to submit their reports in writing or at the next meeting.

11b. **Consideration of Appointment of One New Member to the Cultural Arts Commission.** Under Consent, the City Council appointed Sonni Arndt to serve the remainder of a term to expire on December 31, 2015.

11c. **Presentation on the Coronado Tourism Improvement District's Cost-Benefit Analysis and Provide Direction to the City Manager.**

Councilmember Sandke announced that he will not be participating in this item because the majority of the affected assessed hotels are part of a source of income to him and his business within the last 12 months.

Tom Ritter, Assistant City Manager, introduced Todd Little, Executive Director of the CTID, who will present to the Council and introduce his team.

Mr. Little provided a presentation on this item.

Adam Sacks, author of the Coronado Offseason Group Meeting Benefit Analysis report, provided a summary of his report.

Mr. Little concluded the presentation with a few additional comments.

Mayor Tanaka asked what took the CTID until now to look at group business. There was probably some push from the community to look at the things that have been looked at since 2010. Is there anything that really changed the group's mind that made them pivot so strongly?

Mr. Little thinks that it is basically due to demand. More companies are holding group meetings. After the recession that is one of the first things that companies cut. They felt like it was a luxury that they just didn't have group meetings and business conventions and corporate outings. It is simply demand as a whole. There are more groups, more businesses, more companies wanting to do more and we want to be available to them. The market has shifted in our favor.

Councilmember Woiwode asked to see the slide "Competitive Performance of Coronado." In 2010 we set up the CTID. Then everything flattened out. What did the CTID do at that time that caused us to not be in line with the "blue" people and what will it do this time that will cause us to be in line with the "blue" people? What is the difference between then and now?

Mr. Little responded that the "blue" people have the capability of adding more rooms and being more competitive with their pricing. Additionally, they were able to outspend us, to out-market us. Eventually it comes down to funding and fighting for your position. They were able to add more rooms and they had more revenue generated from those rooms to create more advertising and more marketing. There is no perfect science when it comes to marketing. It is really just an intelligent risk. It is nothing we did wrong but is more a byproduct of how our competitors had more money to invest and they had the capability of expanding that we don't have. They are able to drive down the rates and be more competitive.

Mr. Woiwode turned to the specifics of what the CTID will do now. That will mean spending more money to do what?

Mr. Little explained that the new assessment will be applied towards our partnership with the San Diego Tourism Authority. We have a partnership with them to develop more group meeting bookings through their capabilities. They have an outreach that we don't have here in Coronado. We have partnered with them to piggy back on their capabilities not just in the United States but internationally as well. It is a project that includes outreach, relationship building, some collateral, and some marketing, and a lot of it is just getting in front of decision makers. It is also developing fam trips so people come to Coronado. Decision makers who book these trips come to Coronado and see it for the first time or see it again in a very long time. The methodology really doesn't change. It is in many ways the same as far as the marketing tools but it is mostly centered around getting in front of decision makers and building relationships and getting back in the top of mind awareness. Coronado, because this is a new venture for the CTID, they don't think of Coronado as a group meeting destination as much as they could and should. We are trying to change that.

They think of Coronado as a leisure marketing destination and that might have also been held against us.

Mayor Tanaka asked what percentage of the current half percent is already going to CONVIS.

Mr. Little responded that the current budget is about \$608,000 and he would say it is \$329,000 so it is more than half.

Mayor Tanaka asked what the new total would be going to CONVIS if the CTID were to get the other half percent.

Mr. Little explained that the new assessment, the new district, would have every cent go toward group meetings because of Prop 26 and wanting to be compliant with the law. We would also take a greater portion of the first district and he would estimate that the cost would be about \$900,000 out of \$1.2 million. CONVIS is the avenue for doing all of that. They have the capabilities. Currently, we can only afford 30% of the national sales market salary so it is a chance for us to further invest with them and to have a further presence in the group meeting market.

Councilmember Downey asked what the term sales market salary means.

Mr. Little stated Melinda Smith, who is based out of Chicago, represents San Diego and Coronado to group meeting planners and to incentive based planners as well. She leads our project for the CTID as well as the San Diego Tourism Authority. Only 30% of her time is paid for by Coronado. The other 70% is paid for by San Diego proper. Having more funds, we can pay a greater portion of her salary so she can apply more hours toward Coronado. It just gives us more of a sales person, more of a presence, if we are able to give her more compensation and apply it towards our directive.

Ms. Downey asked how much of her salary is paid for by Carlsbad.

Mr. Little responded that none of it is. It is San Diego. We share with San Diego only. We don't compete against Carlsbad.

Ms. Downey commented that the only people that we compete against is San Diego itself.

Councilmember Bailey asked why half a percent versus a quarter percent or an additional full percent. What was the math behind that?

Mr. Little responded that since he joined the CTID at Day 1, there has always been a wish in discussions about getting to one percent. He thinks there is a danger of just not having enough. If you were only to go a quarter percent, we are still not putting enough ammo in the gun to really win the battle. One percent seemed to be a workable number in comparison to what other destinations' spend. It was just a number that seemed to make the most sense without being too greedy.

Ms. Downey reported that, prior to this meeting, she had meetings with several of the hotel general managers. The Hotel Del had the busiest January they have ever had in recorded time. We weren't giving extra money in January. They managed to figure out the secret that group sales would help them in January and they did that. She is trying to figure out whether that is because they

independently paid more money to CONVIS to help get the focus. What did they do in January that is different than this?

Mr. Little responded that they have a great sales staff.

Ms. Downey asked what they were doing.

Mr. Little is not privy to their actual strategy because he does not work for the Hotel del Coronado but his guess is that they have their own sales team and their own outreach and their own spin. He thinks that the Hotel del Coronado probably has a very large marketing budget. They also are partners with the San Diego Tourism Authority so they benefit from getting leads from the SDTA but he thinks it is really a byproduct of maybe just timing. These group meetings take a long time to book. Oftentimes they are four and five years out so this is work that might have been done with a previous administrator. He thinks that it is really a testament to their team and their hard work. They have very good relationships as well. Their team has been there for a very long time and he thinks that it could be serendipity or just lucky timing but we are happy that they are having a wonderful January because it helps all the businesses here in Coronado. What we would do would be independent. They can only market the Hotel Del Coronado. Our effort is going to be to market the entire destination, all four hotels collectively. When necessary, using the inventory of all four hotels to attract conventions that would never otherwise come to Coronado. Down the road, we have the capability of taking all four hotels and really competing against the San Diegos and the Huntington Beaches and the Long Beaches because for the first time the CTID can really band these four hotels together and market the entire destination, the things to do, the things to eat, the things to see.

Ms. Downey understood the new piece with being able to combine all the rooms.

Mr. Little commented that there is strength in numbers. There is an opportunity for the four hotels to put their heads together to talk about how to bring this group together. That has never really been done before in Coronado. That opens up a new revenue stream for all of us. It is new business but more importantly, it is smart growth. It is really the way we want to grow our business community here in Coronado.

Ms. Downey wanted to put it on the record that the four hotels that will be assessed this have all said that this is what they want to do and they are convinced it will benefit them.

Mr. Little stated that the owners of the hotels are aware of this strategy. They are waiting for consent from the City Council but they have complete buy-in. The owners and operators of the hotels are very enthusiastic, especially after seeing Mr. Sacks' report. We didn't want to guess and wanted to have real data behind it before we approached the City with this very big request.

**The Mayor invited public comment.**

Phil Monroe is on the CTID Board representing the Historical Association and is really strongly for this proposal. The previous General Manager of the Marriott told him one day that their guests don't want to eat dinner where they ate breakfast. He was a strong supporter of the Ferry Landing and the restaurants uptown and anywhere else here. He knew that the people who came there and

ate breakfast would go elsewhere in the community and help out what we do. He urges the Council's support for this.

Mayor Tanaka pointed out that the recommendation for the Council is to receive the presentation and then provide direction to the City Manager as to whether or not to continue to analyze this. He thinks it is important to point out that the TOT is the City's second biggest revenue source. He thinks Coronado is very fortunate to have a robust TOT as a source of revenue and so the current half percent fee that we allow the hotels to collect is money well invested. He thinks the City would be wise to monitor that investment and to either double down with it or potentially stop doing it. If the numbers don't show that the investment of half a percent or a percent is paying off, then it can be shut down. It is not exaggerating to say that the Council could end it in any given year and he thinks that was very prudent of the Council when it established this. He does think the CTID has been effective. It has met the goals he had in mind for it. It is accomplishing the tasks he is looking for. The evidence that is available to him shows that it is working. He was not as persuaded with some of the charts that were shown. He understands what other cities are doing but there is a little mantra in Coronado that sometimes we are not trying to be like those other places and sometimes our success comes from the fact that we don't emulate them. Money is money and if we are investing \$500,000 on this investment to move it to \$1 million might seem like a strange percentage to move up but he does think that when you look at the fact that the City of Coronado is bringing in something like \$12 million a year in TOT revenue, he thinks that a million of investment to protect the other \$12 million is a smart thing to do. He would be happy to support the staff recommendation and to see that the Manager continues to analyze this and come back with something that we could vote on in the future.

Councilmember Downey is happy to join Mayor Tanaka in directing the staff to come back to us with the best way, the best method, the form and the process to be able to incorporate possibly a new version of the CTID but she wants to make it clear on the record that she is doing it because the hotels, the people that will have this tax levied against their visitors, are the ones asking for it. It is to benefit them. It is to benefit their increase in revenues. If there happens to be benefit to the City of Coronado or to the other businesses that is good business but that is not her motivation for voting for it. She is listening to the people that are coming forward and saying this is what they want to do. She thinks that is an appropriate reason to do it. We get requests from other businesses for things to try to help the businesses and she thinks this falls in line with that. This is their opportunity to find a way to help themselves. She will report that the extra side benefit that was not discussed at length that she particularly likes, although it is not her motivating factor, is that many of these visitors will come on mass transit. The more people that are here visiting conventions means the fewer cars on our roads. That speaks very loudly to her.

**MSUC (Downey/Bailey) moved that the City Council direct staff to bring back the form and appropriate methods for the City Council to accept a second version of the CTID.**

Councilmember Woiwode disclosed that he met with the General Managers of the Glorietta Bay Inn and the Hotel del Coronado on this subject. He is supportive of the motion made. The thing that really resonates with him is the emphasis on growing the business without growing the crowd. It has always been the horns of a dilemma in our City – how do our businesses succeed without disadvantaging the residents. This looks to him to be the most brilliant strategy he has heard so far on that subject.

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

City Manager Blair King clarified for himself and the City Attorney that the City Council has directed staff to look at an assessment pursuant to the Streets and Highways Code. He did hear a reference to the increase in the TOT tax. This is not an increase to the tax. This is an assessment imposed upon assessees who are allowed to collect their assessment from their guests. He clarified again that the direction was not with regard to a tax. This is part of the Streets and Highways Code dealing with an assessment district.

**11d. Consider the Analysis of Potential Locations to Site a Historic Railroad Car Display and Provide Direction.** City Manager Blair King provided introductory remarks. Rachel Hurst, Director of Community Development, Redevelopment and Housing gave the presentation.

Councilmember Sandke referred to the PowerPoint presentation that includes the possible location along the Nature's Bridge to Discovery. He asked if Ms. Hurst included that or decided not to put that in because it was late.

Ms. Hurst included that in case it came up so that we would have a picture of it but that wasn't included in the memo and she didn't evaluate it.

Mayor Tanaka assumes that isn't City-owned land and that there would be some Coastal Commission implications for it.

Ms. Hurst is guessing that it is federal and/or state land.

**Mayor Tanaka invited public comment.**

Joe Ditler thinks the rail car project is awfully exciting. He spoke to lend his endorsement and make himself available for questions. He noticed that we call this the car barn in National City. He thinks they call it the jail box but it is more like a jail cell. The public cannot get to it. They say that it deters vandalism but his last visit there showed just the opposite. Homeless people had broken in and rigged the door so that only they could get it open at night. Their sleeping materials were scattered in the seats of the rail car. It wasn't safe. It wasn't secure and worst of all it wasn't enjoyed by the public. This car is without a doubt a piece of our history. We have sections of rail that will be spoken about. Centennial Park is going to cause a fight. If they didn't like a flag, they sure aren't going to like a big old rail car sitting there. He likes the 1100 block of Orange Avenue or the grassy area just south of here. He thinks it is important that we put it where history dictated that it would have been seen 100 years ago. There are a number of areas where we can do that. He hopes it won't get stuck down in Silver Strand or out of sight and out of mind. Train cars, engines, cabooses – they are on open air display all over the world. He doesn't feel that we need to get too hung up on a container for it. It will be just fine. He hopes we don't hide it or cover it

up. We need to remember that it is a piece of our history and it would be nice to celebrate it as that.

Councilmember Downey asked Mr. Ditler about the site on the Strand near NAB and not way down where the Bridge of Discovery is. It was her understanding that the rail did run at least that far. Is that true?

Mr. Ditler responded that it is true. He thinks it would be so wonderful to get it back any way we could, anywhere we could but he really likes the idea of it being where people can see it. He doesn't know that it is really a destination piece that people would travel to see, although they could, but he would like it to be where people could access it. He agrees with Ms. Hurst that putting it on a median strip creates a bit of a problem. People will want to walk out and get close to it and Orange Avenue is not real pedestrian friendly. He would like it to stay near the center of town as that is where it is most appreciated.

Councilmember Sandke referred to Mr. Ditler's comment where he called the rail car in National City Car #1. One of the cars that we are considering requires a lot more restoration than the removal of some libation bottles. Would it be historically accurate to say that the car that is in the barn at National City and the car that we are considering bringing in from Lakeside are of the same vintage and would have been used on our rails here in Coronado.

Mr. Ditler knows that others will speak to these questions. He knows that the owner of this rail car, Rail Car #2, purchased these two cars with his friend. The only reason they were saved is because a rancher took them inland and boarded them up and put pot bellied stoves in and used them to house his ranch workers. Everything else was melted down for the war. Both rail cars were in the exact same condition when they were purchased by these two friends. Car #2 looks exactly as Car #1 looked when National City took on that project.

Mr. Ditler added that he does not believe that Car #1 was restored historically accurately but rather from a carpenter's perspective very nicely. The man who got the job loaded it on a truck and took it to a far away location where no one could oversee it. It came back technically restored but not historically restored. We have a better chance of doing the opposite with our car.

Bruce Coons, Save Our Heritage Organization, has a very short presentation. There has been a little confusion. Railroads and their management are sometimes confusing to people. He showed a picture from 1903 that shows Cars #1 and #2 in Coronado. This whole consist is a National City and Otay Consist. There were only two open cars and then there was a half open car. How did this train end up in Coronado when we had the Coronado Railroad and C&O? These were originally competitors. Spreckels came to town and bought both of them and operated both of them. The Coronado equipment was lighter equipment, originally just designed to go from the Ferry Landing to the Hotel and then in 1888 they put the beltline around the other side and so this equipment was less suited to long hauls so Spreckels slowly started getting rid of the equipment. He turned some of the cars into electric cars on Orange Avenue and in 1906, the National City & Otay leased the Coronado Railroad and operated them together. By 1908, Spreckels merged them and they became the San Diego Southern. Both other names ceased to exist. Spreckels continued to buy railroads and it gets a little complicated. He merged all the railways together, except for the electric, and it became the San Diego & Arizona Eastern, which it still is today and is owned by MTS. The equipment did run quite often here, especially on the beltline that went around the

Bay. Many famous people rode it at the time. Wyatt Earp rode it a number of times to Old Mexico and up to the Hotel Del. It is a very important piece of Coronado history.

Mayor Tanaka asked if Mr. Coons' analysis is strictly based on those floor panels. Has he looked at Car #2 in Lakeside? He assumes it is based on analysis of the pictures.

Mr. Coons responded that it is not just analysis of the pictures. He used to own Car #1 and facilitated it going to National City and did the National Register application for the National City Depot and he did the National Register analysis of the California Southern Railway in Camp Pendleton. He has done a lot of history. Those were Hammond cars built by Hammond Coach Works in San Francisco. They have a particular roof line. If you look at the Coronado cars that were shown earlier, you will see there are quite a number of differences in the shape of the roof and the way the steps are and the lines. He is positive it was here and is positive it was here often. He showed a slide that offers one solution and is found in Ontario, California. They have a median the same way the railroad ran down the way. They were also built at about the same time. They put their car in the middle. He thought that was a good solution but they have a building. It is like a gazebo. You can see right through this car. It wouldn't block the views very much if at all. It is more akin to a gazebo than a closed railroad car.

Ms. Downey asked for a clarification. Car #2 has been reported to go down to Mexico and around the Bay. Did it go up Orange Avenue?

Mr. Coons does not have a picture of it on Orange Avenue. They electrified Orange Avenue pretty early. He assumes in earlier times that it did. Certainly the Coronado cars that were similar did but he does not have a photo of it on Orange Avenue.

Ms. Downey added that the ones that would have, before the electrification was done, were taking passengers from the other side at what is now down by First and then moving them across town. Is that what it would have done when it was there?

Mr. Coons responded that is correct.

Phil Monroe appreciated the question about Nature's Bridge. There are eight nodes there and two view decks. Their dream is to simply add another portion outside of Navy housing in that area down there. They had a grant from Greg Cox and they proposed four additional nodes. One of those nodes was proposed to celebrate the railroads on the Strand. He is not saying that is the best solution for the City but he would love to have this at least added to the list. We had a proposal for four additional nodes, another mile of decomposed granite path to take people there, and this would be a great start to making that dream happen.

Ms. Downey asked if Mr. Monroe knows who owns the land.

Mr. Monroe thinks that MTS still has some kind of right-of-way in that area and everything they did they worked with MTS on. There is one area where there is quite a wide space. He is not sure the car is too big for the space but he thinks it would be great to add this to the list. He thinks it was MTS that still has some kind of right-of-way there that has to be dealt with. They were great when we did Nature's Bridge.

Alana Coons, Save Our Heritage Organization, commended the City for talking about bringing this car back to Coronado. Cultural Heritage Tourism is the number one tourism economic driver in America. Eighty-one percent of all visitors to California, according to the Travel Industry of America, identify themselves as cultural heritage tourists. That can mean a lot of things. She believes this car is so rare and so special. Rail fans do travel all over the country to see these sorts of cars. There are millions of rail fans. It is such a rare car that she does believe it could fit in to the City's tourism program. She does believe that it should be as visible as possible.

Harold Myers commented that this car is part of National City's history and it is not part of Coronado's history. Obviously he feels that it does not belong anywhere in Coronado. This car has never traveled up Orange Avenue. We had a robust street car system in those days and it only came up the Strand a couple of times, probably fewer than five altogether. He has been asked how he finds all of his information. He has over thirty years' experience in computerized research. He has specialized in legal and scientific journal research. He has given research seminars at institutions such as Lawrence Livermore National Labs, Boeing, The Rand Corporation and several major universities such as UC Berkeley, the University of British Columbia, and Hawaii. He has plenty of facts, about 200 pages worth, to support his conclusions. The proponents have given this only undocumented claims and creative stories that this National City car played a major role in Coronado's transportation system. That simply isn't true. Perhaps one of the best examples, and times have changed, we are finding out that a lot of what we thought was our history is just not the case. He really respects Mr. Coons but even the example he used was reportedly from 1903. If you look on the horizon, behind the Boathouse, you will see that the Spreckels Mansion is sitting right there. That wasn't built until 1908. He has the newspaper articles and pictures to prove it. It is that type of bad information that we have been dealing with. It is important that the proponents give us some sort of authentication that this car had anything to do with Coronado and he says the reason we haven't had any authentication is because there isn't any. Furthermore, you read the Tent City News and, as Mr. Coons said, we have daily excursions via the National City & Otay Railway but if you read the news and the advertisements it says that you catch the street car right in Tent City, ride down to the Ferry Landing, cross and then catch the NC&O Railroad and go down on the Lemon Line. He thinks it is much more important that we preserve our parks than a rail car that has nothing to do with our history.

Bruce Linder, Coronado Historical Association, thanked Mr. Coons for the background he provided. CHA has a fair amount of information in its archives that has to do with the railroad era in Coronado. It is extensive. It is a crucial part of the way this City was established. It had all the great names from our founders, starting with Spreckels and the like. This whole railroad era is very, very important, not only to our celebration for 125 years this year, but for the stuff we are going to be doing in the future. He would like to see some kind of representation of the entire railroad industry in Coronado that we can celebrate from a historical standpoint. We are blessed in Coronado to have a lot of people that have a huge interest in this. We have a lot of people that do a lot of very effective, positive, solid research. We have connections into San Diego which has its own huge realm of historical data that we pull in. Mr. Myers information is not to be ignored. A lot of it is very valid and solid. He thinks, to some extent, the answer on whether this car was in Coronado specifically and for how long, for how many trips, etc. is somewhere in between a lot of the discussions we have had today but he thinks it definitely was here and the railroad industry impacted Coronado for many, many years during its first days.

Mayor Tanaka referred to the picture Mr. Coons showed of what is reputed to be Car #2. If that picture hasn't been doctored that car was in Coronado. The dispute is whether it was in Coronado very often and so on. Does he know of any other pictures or any other evidence that would help to make Car #2's case?

Mr. Linder responded that the only other pictures that he knows specifically of #2 were taken in National City and Chula Vista. That was kind of the rail center for stuff that was happening in the South Bay at the time. It is not unusual to have that kind of stuff here. That one picture was authentic. CHA has copies of that. It definitely is Car #2 from what they can see. Car #2 is unique to some extent and they have been out to see it in Spring Valley.

Mayor Tanaka talked about Mr. Myers' research. He also tries to site other sorts of evidence like schedules of when certain types of trains were running and things like that. He heard Mr. Coons who certainly knows the ins and outs of the different train corporations and when they merged and things like that. Has he seen any other evidence either in their archives or in the region that might help substantiate what the running schedules were and that somehow spell out Cars #1 and #2 as part of that, as an alternative form of evidence?

Mr. Linder has not seen that as an alternative form of evidence. We don't have rail schedule records. A lot of that information is available for historical research and he is sure we can piece together a lot more information. He thinks, in large part, you can say with some validity that the car was physically here and it probably did operate down the Strand, which largely took people down to Mexico, and around the bottom of San Diego Bay around to the National City Rail Hub.

Ms. Downey wanted to address whether Car #2 was here or not here. The one thing that everyone, with the possible exception of Mr. Myers, would say there was a car, similar to that car that would have been used to ferry passengers up and down from Coronado to Mexico and/or around the Bay. Do we have any doubt about that?

Mr. Linder responded that there is no doubt at all.

Al Ovrom began with a request that the City Council acknowledge the effort that was put forward to acquire the rail car and display it. That is not the essence of what the Council is here tonight to address but it is fundamentally important. We have had a discussion about whether the pedigree of this is good enough. He happens to come down on the side that he has a picture that says it was here. Since it is unique and by that he means it is unique because of the fact that it still exists after all this time, the shape that it is in is fairly unique and seeing that generally speaking the structure appears to be restorable. There are parts of it that will have to be gotten new. As far as the first part goes, the pedigree is enough to say that it was here. The discussion then boils down to whether or not we want to try to save this and if we do, we need to move on it to try to save it. Secondly, we need to come to grips with where we might want to end up putting it. He thinks the City Manager did very well saying that his tasking should be to try to resolve this down to three places. He agrees with that. He thinks there is a part of this that still needs to go on because there is nothing to say that we are going to get this to begin with and this all may be for naught. He asks that the Council consider doing that and to move on it such that the City Manager would have direction to move in that way. With regard to a final resting place, he remembers the last meeting where Mr. Sandke had an interesting idea. He went out and looked at it. He showed a rendering that depicts a relatively minor structure over the top of it to give it some protection yet give it all

the visibility that it might need. It is sitting right out here looking back towards the Boathouse. The answer to that one is that it is a triangular piece of dirt that is well suited for a place of display. Granted, Coastal Commission might be a problem. A lot of people might be a problem. He would like to see it down there as a lot of wedding parties would like to use that as a backdrop and give it a lot of good publicity. He asks that the Council take a look at this and task the City Manager to get it down to fewer locations and that he be tasked to try to facilitate us getting to see what is required to actually acquire it.

Bill Gise doesn't have much to add to what has been said about the car itself. Anything is restorable. It just depends on how much time and money you want to put into it. The crux of this meeting, the important part, is to figure out where you are going to put it and then go from there.

Ms. Downey appreciates Mr. Ditler mentioning the homeless people hanging out in the one in National City. Her fear is that this could become a maven for homeless people whether it is enclosed or not enclosed and she is wondering about how to do benches, to put something in the middle so that it is not as convenient for people to lounge in. Would we be able to do something like that without destroying the bench? Maybe people could sit but not lounge.

Mr. Gise responded that you can do almost anything to stop that. It is going to be an attractive nuisance to a point.

Mayor Tanaka reluctantly started the discussion off. As a history teacher, he is certainly interested in this project. He certainly sees an opportunity to provide a great asset to the City. His reluctance comes from the fact that none of these locations jumped out at him as being particularly great sites. In a perfect world, he thinks Mr. Ditler was expressing this, you want to put this somewhere where it gets a lot of notice and where people can interact with it. Ms. Downey's very last questions also begged the question of whether or not it could become a victim of its own success. It could be an attractive nuisance or something that people misbehave on. He thinks he can overcome those concerns but nonetheless they are there with him. Usually when he speaks first, he intends to let everyone know how he feels and perhaps influence the Council a little bit. He is speaking first in this case as he is ambivalent. He doesn't think that any of these sites jump out at him as being great. Without a great site, he is troubled at the future for this project. Mr. Ovrom reiterated the suggestion that Mr. Sandke made so he is open to some of those ideas. He is open to being persuaded that maybe one, two or three of these sites are better than he thought in terms of his first look at this analysis.

Councilmember Downey won't say that she wouldn't consider the place that Mr. Sandke and Mr. Ovrom have come up with but that would not be her preferred choice only because, although she thinks it is a great location in terms of visibility and having people see it, she is reluctant to continue to put more things at this location when we keep hearing how hard it is for people to find parking and do other things. That is her hesitation for this location and the only one. Everything else about it is great. There are some other locations that don't have that concern so she actually is much more interested in the location that Mr. Monroe talked about. It is quite obvious where the train tracks ran down the Strand at the turn of the last century. She thinks that location is a preferred location for a couple of reasons. Most people access it by walking or biking. It also is a place for quiet reflection. It doesn't scream that lots of people will be climbing over it and it is not going to be a mecca for the homeless people. That location solves a lot of the concerns that she has about any location that we could choose. Those people that say they want it on Orange Avenue she hears

but she thinks there are just so many issues. Putting it in that location is near where the trains ran, it is part of an already existing exhibit area where people would have a reason to stop and look at other things and the train. She doesn't think people are going to come just for that train but it would be worth looking at when you stop to look at other things. She doesn't know that MTS is the landowner so that would take staff having to figure out who would have to give the authority for that. She could only find three that she thought might be worth looking at and the other ones that she thought might be worth considering are the Strand area near NAB for the same reasons as Nature's Walk for two reasons. It is close enough to the Strand that people can see it. It will be visible to people. The area also has parking. She doesn't know if the agreement with the Navy precludes that or not but it is certainly something the City can ask. The only other one that she thought was interesting is the 200 block of Orange median. It would be fine there only because there is a light at Third where people can cross and get to the median. She agrees that we don't want people cutting across the medians. We all know people do cut across the medians. We see them every day. At least people are being safe and have a light to do so at that location. That is the only place on Orange Avenue that could possibly work. She is reluctant to put it there just because of parking issues and safety issues.

Mayor Tanaka summarized Ms. Downey's choices. He spoke to Ms. Downey's comment that there is parking at the NAB location. Navy people use that parking to park in that area. That is part of why there is an agreement. That isn't to say that agreement couldn't go away. In Ms. Hurst's report, there is a lot of talk about the dimensions of Car #2 and the footprint that might be needed to protect it. Does Ms. Downey still like that spot if she thinks about how much parking it would take away from that area?

Ms. Downey understands that the military would have to buy into this idea. It is not her call. She is not offended by taking five spots or whatever it is to do this at that location. They may be. She just doesn't know that she has ever seen it full. When she stops there, there may be a third of the spots in use so she just didn't see that as a concern but she will wait to hear from the Navy.

Councilmember Bailey would really like to know, and perhaps it is going to be impossible to substantiate this, what role this Rail Car #2 actually did play in Coronado. He is not saying that it will keep him from supporting bringing this rail car to be displayed but he does think it is an important question to have answered. Maybe it will only be a representation of the rail car industry in our town but he would like to know that. As far as the three different locations, the ones he identified were Orange Avenue, on the first median there, the 100 block. He knows it is in a designated view corridor but there are already trees that will be three or four or five times taller than the rail car that are already blocking the view. He does not think this would detract from the view that much and in a lot of ways it could add to it. We also have a lot of foot traffic there. It is highly visible. He does like that location because he does want it to be enjoyed by the public if we do decide to bring it to our City. He also likes the possible location of between City Hall and the Community Center largely for the same reasons. Those are his top two choices. He would certainly be open to Nature's Walk as well.

Mayor Tanaka summarized that he has two people in favor of Linear Park (the area between City Hall and the Community Center), two people in favor of Nature's Bridge to Discovery, one in support of the Strand NAB site, two in support of the 100 block of Orange, one in support of the 200 block of Orange.

Councilmember Sandke likes the comments from Mr. Coons and Mr. Linder. He thinks a rail exhibit for the museum would be a marvelous exhibit. We do have a rich history. In light of being historically dotted I's and crossed T's he is okay with a little bit of fudge factor on that. He thinks the utility of bringing this attraction to our town, this paying homage to our rail history, overshadows these sorts of details. He really thinks this will be an emblem of our past and will really do a lot to rekindle our rail history. In terms of locations, the rendering that was shown earlier depicts his ideal location. In terms of public accessibility, use of the space that is dedicated now to some landscaping...he does not think it should encompass any of the open space that is used quite regularly for weddings and other events adjacent to the Community Center but the linear park area is good. He does like the median idea and to Ms. Downey's points about people in the median and safety issues and things like that, he is sensitive to that. He can overcome that. The cars did run there. He thinks it is a natural choice to put it in the downtown. In his notes he said somewhere between Sixth and the Hotel Del mostly because that is the most traversed pedestrian area in our town. In terms of view corridor, if the folks that live in the area of the 100 block of Orange would think that a flagpole would block their view, he is not sure he wants to pick that fight.

Mayor Tanaka asked if Mr. Sandke said he would support the placement of a potential car between the 600 block to the Del in the median somewhere.

Mr. Sandke responded that he did. If the median becomes one of our preferred study options, he would certainly think that staff could provide some further guidance on where it might work in the median.

Mayor Tanaka continued by asking if he would be okay with the 100 or 200 block as well.

Mr. Sandke has less interest in them because of the accessibility to the greatest number of people. He would be flexible in terms of the staff analysis as to what is the best way to move forward. His third location is not his preferred location but it may be a safety location – Nature's Bridge to Discovery. It goes to the point of rail having run there. He thinks the accessibility issues really make it less desirable but he feels we should have a look at that as a location. If it becomes a harbinger of other nodes and other activities along that strip, then that is a good thing. He just doesn't think the accessibility issues are great for what he hopes to be a real magnet for people to learn about Coronado's history.

Councilmember Woiwode thinks there are lots of good ideas. Any train is a good train. Clearly this may not be the most emblematic rail car of Coronado's rail history but it is the car that is available to us and it does fit. He is happy to see us take this on and host it. Obviously we have to get the history straight so that what we are presenting on the plaque is accurate. Nonetheless, when he thinks about cars like this, trains like this, the common thread between what Mr. Myers has mentioned and what Mr. Coons and Mr. Linder have mentioned, rail systems came up the Strand and went in a couple of different directions from there. He likes the idea of coupling this up with Tent City. On the other side of City Hall, we have a magnificent piece of artwork that highlights Tent City. It would really be cool, on the other end of the building, to have the rail car as an example of the types of vehicles that were used to transport the people who were in Tent City and the other activities in Coronado. That fits for a lot of reasons. The common thread of the Strand, for all rail purposes, seems to him to point to this end of town for it. His first choice would be the Linear Park. The Nature's Bridge to Discovery is a possibility. He gets down there a lot

and has stopped at those exhibits and the number of people who would see it here is easily 10 times and maybe 100 times the number of people who would see it down on the Strand. His preference for having it here is much greater. He believes that parking in this area gets clobbered by combinations of a lot of events and this center can host a lot of events and accommodates a lot of parking. The impact of this is going to be in the minor percentages. The median thing is kind of interesting. He has seen lots of kids eating lunch on the median. He is not sure that is the audience that we want to target for siting this rail car.

Mayor Tanaka also agrees with the Linear Park location. He will make it unanimous by making Nature's Bridge to Discovery being something that should at least be looked at with more detail to see what options really exist there. The only two that have three or more people endorse the location to some extent were those two spots. He very much agrees with the statement made about weddings in Linear Park. Every wedding that occurs there, if there is a trolley car there, would certainly want to have some sort of a picture which is consistent with what the City would want out of such a resource if it came into the City's inventory. There is still a lot of discussion that needs to be had about if a location is selected that we want to move forward. We still need to have further discussions of whether or not we want to preserve it as is, take our lumps and if it needs more restoration in ten years or however long well then that can be addressed at that time. Anything can be restored if there is a certain amount of commitment to restore it. Would the Council object to limiting moving forward on just those two or does anyone else want to make a pitch for any of the other sites? He is not going to support the Strand NAB site or any of the median sites because there is just too much traffic around the medians. While it is very true that there are kids who eat in the medians at lunch, we don't encourage it. He does not think the Strand NAB spot is a very nice spot.

He wanted to broach one more subject and it is the subject Mr. Ovrom brought up. This all becomes moot if we lose the asset. At our last meeting, we weren't ready to talk about whether or not we wanted to pursue the asset. The question is in front of the Council again as part of what we put into a motion, all Councilmembers should consider whether we need to direct Mr. King to move forward. That person is theoretically willing to part with the resource. Supervisor Cox is theoretically willing to put some community block grant funding toward this. If this Council is comfortable with the two locations moving forward or is comfortable with assuming the risk of moving forward on an acquisition and then maybe not finding either of those two sites to be suitable, that is part of what you have to factor in.

Mr. Myers called a point of order. This is discussion of whether or not to move forward with approving the train is beyond the scope of the agenda item.

Mayor Tanaka disagreed with Mr. Myers. His response to the point of order is that the recommendation is to consider the analysis of potential locations and provide direction.

**MSUC (Sandke/Tanaka) moved that the City Council direct staff to develop a financial plan for the acquisition of Rail Car #2, along with an estimation of restoration costs, and that the locations to be considered for this rail car be the Linear Park between City Hall and the Community Center and the Strand's Nature's Bridge to Discovery area, with possible meetings to ask for public comment.**

Mayor Tanaka asked Mr. Sandke if part of his motion is direction to staff to continue to investigate those two sites on whether or not they continue to be viable.

Mr. Sandke thinks that it is clear that we need to know and certainly has a preference towards one but it is nice to take staff down from 45 to 2.

Mayor Tanaka asked Mr. King if that is adequate direction.

Mr. King understands that, if the Council were to vote on the motion that is on the table, staff would look at the costs and the possibility of fundraising that was presented previously. Staff would take a look at the acquisition piece. Supervisor Greg Cox had indicated a desire to work with the City to use County money that he would have available to go ahead and perfect the acquisition and transportation to a location. Staff would not go forward until it had final approval from the Council. With these two sites, staff would probably look at a little bit of a site analysis, possibly engage in a minor amount with a landscape architect to give the Council some conceptual idea of what it might look like, and then bring it back as a package of information to the Council.

Mr. Sandke asked if this would also include initial discussions with the Port District should an amendment to the Master Plan be considered or other regulatory agencies that have been identified by Ms. Hurst as possible players.

Mr. King thinks that staff would continue to look for what he would describe as fatal flaws at either of those particular locations. The other piece, too, whether the Council directs it or not, is whether there is a desire for a broader community discussion and some type of community meeting. With the Nature's Bridge location, it seems like there is not really an indigenous residential community there but with the Linear Park location the concern would be what the residents of the Shores would have to say.

Mayor Tanaka thinks Mr. King should use his discretion. To some extent, he should anticipate that the Shores is going to want to share feedback on the Linear Park location.

Ms. Downey is a little bit concerned because we have narrowed it down to two. Between City Hall and the Community Center is Coastal Commission direct. We have a good shot that the answer is no. She hopes not but they may not think this is a good use of a Coastal asset. We are a little unclear as to who has jurisdiction over Nature's Walk. It might be worth having a third option lined up. She knows Mayor Tanaka does not like anything in the Orange Avenue medians but one of the funny things she heard mentioned was that there are always people in those medians so maybe it isn't a real problem with traffic. Are we sure we want to take something that we are more likely to get a yes on off the list?

Mayor Tanaka challenged Ms. Downey by saying that she picked the area with the most traffic control. The times he tries to cross Orange whenever there is any amount of traffic he doesn't enjoy it. He doesn't feel like it is a particularly easy or safe enterprise. If you think about going to Concerts in the Park sometimes you have to wait a long time for people to let you cross. That is why he is not going to vote in favor of any of the median locations. He is not confident they are safe. He is not even sure our residents want anything in the medians. This is different because it marries history with them but he wouldn't change his own vote in terms of adding the medians.

Ms. Downey thinks that is fine but she just wanted to bring the regulatory authorities to everyone's attention. There is a good shot that the City will get no on both of them. That certainly could happen. If we don't have a backup, then what do we do?

Mr. Sandke commented that to the extent that the regulatory agencies do play a part in this is why he brought it up with Mr. King. Since Supervisor Greg Cox is the one who is going to help us obtain this, he is also on the Coastal Commission and it is our hope that he would be able to calm the waves of the coast in terms of making this project go forward. It certainly seems like a good fit to him. He is not sure if Mr. Woiwode used the word 'coupled' on purpose when he talked about working with the artwork that already exists down here but in terms of the presentation to the Coastal Commission, we would have a good shot of getting through that. He also shares the Mayor's concerns, although he did bring up the median as an option, the more he thinks about it the more sacred that ground becomes in his head to the residents. If we want to make this happen, it might be easier to get Coastal Commission approval than to take up some of the median with this.

Mr. King mentioned to the Council that it is certainly the Council's prerogative to give staff direction in any way it wants. Considering the workload, the fewer the sites the better. Right now we are dealing with the Farmers' Market, the Plaza entrance, Third and Fourth Street, bike corrals, preparation of the budget, driving down retirement costs – staff has a very full workload now. The more sites that are added, it just makes it more difficult and reduces the quality of staff work that is brought back to the Council.

Councilmember Bailey clarified that this motion is not to direct staff to actually go out and acquire the rail car but to come up with cost figures and possible funding sources subject to future Council approval.

<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>

**11e. Provide Direction and Approve Changes to the Fiscal Year 2014-15 Budget at Mid-Year.** City Manager Blair King introduced the item and Leslie Suelter, Director of Administrative Services, provided a brief statement.

Councilmember Downey will be interested to hear what Ms. Suelter has to say about future opportunities to save money.

**MSUC (Downey/Sandke) moved that the City Council receive the report and approve the recommended mid-year adjustments.**

Councilmember Woiwode commented that he doesn't want the brevity with which the Council is receiving this report to cause staff to feel as if the Council didn't appreciate it. He really likes this report. He likes the fact that it captured all of the actions for the last year that Council directed staff to do and put it in one place. He thinks this is a wonderful reference and appreciates it very much.

**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 7:10 p.m.

Approved: March 3, 2015

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

Attest:

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