

**MINUTES OF A  
REGULAR MEETING OF THE  
CITY COUNCIL OF THE  
CITY OF CORONADO  
Police Facility – Emergency Operations Center  
700 Orange Avenue  
Coronado, CA 92118  
Tuesday, March 15, 2005, 3:00 p.m.**

Mayor Smisek called the meeting to order at 3:04 p.m.

**1. ROLL CALL:**

**Present:** Councilmembers Downey, Monroe, Tanaka, Tierney,  
and Mayor Smisek

**Absent:** None

**Also Present:** City Manager Mark Ochenduszko  
City Attorney Morgan Foley  
Recording Secretary Brenda Bridgeford

**2. INVOCATION AND PLEDGE OF ALLEGIANCE.** Reverend Don Den Dulk, USN (Retired), provided the invocation and Mayor Smisek led the Pledge of Allegiance.

**3. MINUTES:** The minutes of the Regular Meeting of March 1, 2005, copies having been provided Council prior to the meeting, were approved as submitted. The reading of the minutes in their entirety was unanimously waived.

**MSUC (Monroe/Downey) moved that the City Council approve the minutes of the Regular Meeting of March 1, 2005, as submitted**

**AYES: Downey, Monroe, Tanaka, Tierney and Smisek**

**NAYS: 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 5i with the addition of Items 11d and 11f.

Councilmember Monroe requested that Item 5g be removed from the Consent Calendar.

**MSUC** (Tierney/Downey) moved that the City Council approve the Consent Calendar Items 5a through 5f, 5h, 5i, and Items 11d - Selection of a Lobbying Firm to Provide State Legislative Lobbying Services, and 11f – Consideration of Contract Award for the Design of the Downtown Enhancement Project, Phase Three (800 Block of Orange Avenue) and Appropriation of Funds

**AYES:** Downey, Monroe, Tanaka, Tierney and Smisek  
**NAYS:** None  
**ABSENT:** None

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

**5b. Approval of Warrants.** The City Council ratified payment of warrants Nos. 10042010 thru 10042297 audited and approved by the Audit Committee, provided there are sufficient funds on hand. **The City Council approved the warrants.**

**5c. Adoption of an Ordinance of the City of Coronado, California, Amending Coronado Municipal Code Title 48 Parks, Beaches and Harbors, Adding Chapter 48.24 Municipal Tennis Courts.** This ordinance was introduced at the City Council meeting of February 15, 2005.

A public notice and summary of the proposed ordinance was published in the *Coronado Eagle Journal* on March 9, 2005, noticing that the City Council would consider adoption of the ordinance at the March 15, 2005 City Council meeting. **The City Council adopted AN ORDINANCE OF THE CITY OF CORONADO, CALIFORNIA, AMENDING CORONADO MUNICIPAL CODE TITLE 48 PARKS, BEACHES AND HARBORS, ADDING CHAPTER 48.24 MUNICIPAL TENNIS COURTS. The Ordinance, having been placed on First Reading on February 15, 2005, was read by Title, the reading in its entirety unanimously waived and adopted by Council as ORDINANCE NO. 1968.**

**5d. Award of Construction Contract for the Slurry Seal Pavement Maintenance FY 04/05 Project.** Staff evaluated Bond Blacktop Inc.'s insurance, bonding and construction references and determined the contractor to be responsive. Staff also contacted other agencies as references for previous slurry work and found the responses to be positive. Contracting laws direct the City to award the contract to the lowest qualified bidder, in this case, Bond Blacktop, Inc. **The City Council awarded a construction contract in the amount of \$98,093.75 to Bond Blacktop, Inc. for the Slurry Seal Pavement Maintenance FY 04/05 project with \$19,600.00 for contingency, inspection and testing.**

**5e. Approval of Award of Contract for a Traffic Collision Database and Analysis System (TCDas).** Per requirements of the grant funding, the Engineering Department developed a request for qualifications/proposals to solicit consulting firms to develop a collision tracing database for the City. Proposals were received from two firms prior to the deadline on March 1, 2005. Crossroads Software, Inc. of Brea, California and Visual Statement, Inc. of Escondido, California submitted qualifications and cost proposals.

Based on the proposals received, the Engineering and Police Departments determined that Crossroads Software, Inc. is best qualified to provide the City's collision database system. Crossroads has been implementing their collision tracking database for over 10 years and has provided similar services to the cities of El Cajon, La Mesa, Oceanside, and San Marcos as well as San Diego County. **The City Council authorized the Engineering Department to enter into a contract with Crossroads Software, Inc., of Brea, California, to provide services necessary to implement a computerized TCDAS. The City Council also increased the budget for Account #100370-8065 by \$45,420 for the cost of implementing this system and to increase Revenue Account #100-5810 (Federal Grant) by \$45,420 for the reimbursement of the cost.**

**5f. Filing of the Quarterly Treasurer's Report on Investments with the City of Coronado City Council for the Quarters Ending September 30, 2004 and December 31, 2004.** The reports for the three-month period July 1, 2004 through September 30, 2004 and October 1, 2004 through December 31, 2004 respectively were accepted by the Council on consent.

**5g. Approval of the Purpose and Need Statement for the SR 75/282 Congestion Relief and Corridor Enhancement Project Report (PR) and Environmental Documents (ED).** Councilmember Monroe said he would like staff to explain the benefit of approval of the purpose and need statement at this point; and if the Council would consider approval of a review of the entire Congestion Relief program. As background information he explained that a citizen's group had worked for about a year and a half to come up with a number of suggestions that the Council then adopted. Since that time there has been a lessening of desire for some of the recommendations by Council members and the public, and there has been some sentiment that some portions of the package be taken up separately, such as ramp metering at the toll booth area, in order to handle them more expeditiously, rather than the four or five years it would take to process the package as a whole.

Jim Benson, Director of Engineering and Project Development, explained that the City started off with the Congestion Relief Working Group knowing that there needed to be an environmental document, both NEPA and CEQA, because the City anticipates both SANDAG and Caltrans participating, and that their source of money will more than likely be federal funds. When proposals were solicited there was not an overwhelming response from the consultants due to the size and complexity of the project. In addition, the controversy over the two initiatives will add to the difficulty and length of time to prepare the environmental document. Based on discussions with Caltrans and SANDAG regarding how they handled similar situations, the City decided to go to a task order type contract. Today, staff is asking for approval of the first step in those tasks, the Purpose and Needs Statement for the congestion relief corridor enhancement, and whether that document accurately describes the project. The next step would be to move into the Initial Study phase.

Dick Scharff, 1310 Fourth Street, commented that this program started out as some well thought out, conscientious, and well-intended suggestions to help restore the neighborhood context of the Third and Fourth Street area. The suggestions were fully endorsed by the Congestion Relief Working Group, approved by SANDAG, approved by the SANDAG Council, and approved by the City Council in April of 2002. He said the suggestions were brought forward over a period of time by a wide ranging group of conscientious participants who worked very hard to create something that would be tolerable in the community. Mr. Scarf stated that it seems it is just too hard and there is a lot of negative sentiment regarding the implementation, but he would have to leave it in the City's hands to take care of and trust that the City would do the best it could.

Mr. Monroe suggested giving approval at this time because it really is just a Purpose and Need Statement. The City Council can talk at a future date about the volume of traffic and the speed that has been seen on these two residential streets, because there is a problem.

Mayor Smisek agreed that the Council needs to talk about prioritization. It seems to him that there are some items that are really not very controversial.

Councilmember Tanaka said he understands Mr. Scharff is saying that, the Congestion Relief Working Group's recommendations will only work if the whole package is put forward. Councilmember Tanaka also thinks it is important to understand the Council's point of view that the only thing Council has agreed to do is to study the recommendations; they have not tacitly approved all of them, nor have they said they will implement all of them. Mr. Tanaka said he is going to support the motion, and he agrees with Mr. Monroe that at some point Council needs to make it clear that there are some recommendations the Council will not support. It makes a lot of sense for the Council to prioritize. In particular discussions need to take place regarding the two lights at the B Avenue and F Avenue intersections.

Councilmember Downey wanted to clarify that Council is voting on the Purpose and Need Environmental Document. She feels that one of the concerns that the people bidding on this have is that they have seen all the reactions that people have. She is hoping that a document such as this will explain the environmental outcome of any individual option. That is how the Council will make a decision.

Mr. Monroe suggested checking the minutes because he recalls that the City Council approved the recommendation. The minutes will clarify exactly what was approved.

**MSUC (Monroe/Tanaka) moved that the City Council approved the Purpose and Need Statement for the SR-75/282 Congestion Relief and Corridor Enhancement Project and directed staff to move forward with the Initial Study (IS), Environmental Assessment (EA), and Project Report (PR) under a time and materials contract based on the Purpose and Need Statement**

**AYES: Downey, Monroe, Tanaka, Tierney and Smisek**  
**NAYS: None**  
**ABSENT: None**

**5h. Review and Comment on the State Route 75/282 Tunnel East Portal Architectural Design Concepts Draft Report.** The Draft Report summarizes the public participation process, refinement process and provides three further refined east portal architectural design concept options for consideration in the public review process. The options are as follows:

**Option 1 – The Wing Concept: Preserve, Restore, Adapt and Reuse “Wing” Structure**

- Dramatic modern concrete form
- Landmark qualities; high visibility from the bridge
- Focuses traffic coming off the bridge and helps slow down traffic
- Perceived now as a gateway by visitors coming from San Diego
- Tunnel approach design complements the wing shape and from some angles, looks like a fuselage of an airplane to reference naval aviation history of island
- Concrete structure may need to be seismically upgraded and/or underpinned

- Severe limitations on construction with the Wing in place such as limited construction clearances, laydown areas, construction sequencing, temporary shoring, etc.
- Vertical side walls give a less open, more box-like quality to the portal area
- Area lighting needs to be softer, more residential in quality

#### Option 2 – Coronado Landscape Gateway Concept

- Simple portal form and use of high quality materials to create architectural statement with landscaping
- Nature organized as a Gateway through the use of formal landscape elements and sequence of framed vistas
- Arcadian qualities: garden-like
- Portal structure embedded into natural setting like a hidden jewel
- Portal design integrated with landscape to create a sense of openness; portal structure does not compete with the park-like entrance to the City of Coronado
- Sloped landscaped tunnel walls reminiscent of a garden setting to create a pleasant, non-urban quality for users of the tunnel as a reminder of the important characteristics of the Coronado setting
- Landscaping reduces heat island effect from hard surfaces and glare
- Landscape gateway provides opportunities for traffic calming and pedestrian-oriented design of the portal area, such as pedestrian crossing opportunities and decorative street lighting
- Tunnel construction allows for landscaped median with opportunities for new gateway sign, visitor center, future gateway structure, etc.

#### Option 3 – NASNI Tunnel Gateway Concept

- Creates an architectural statement for east entrance to NASNI
- Functions as a wayfinding information system (WIS) at the end of the bridge and the beginning of the tunnel access ramp
- Helps organize and direct tunnel traffic to minimize visual clutter in the area
- Focuses on the portal entrance as an architectural element and tunnel access as the main site design element
- Smaller scale than the Wing and less visually obtrusive
- Does not emphasize residential or village scale and may compete visually with a landscaped-based themed City Gateway
- Area lighting more concentrated only in tunnel area; less “spill over” into residential areas

The consultant has presented the draft report to the Planning Commission, Design Review Commission, Historic Resource Commission, Tunnel Commission and Public Art Subcommittee.

There appears to be a consensus among the commissions that the “Coronado Landscape Gateway Concept” is the preferred concept to proceed through the environmental process. This concept could also accommodate, at a subsequent decision point, an “entryway” element as has been recommended by the Design Review Commission. In addition, the Historic Resource Commission, by unanimous agreement, found that the “wing” structure does not meet the City’s criteria for being historic.

The consultant is seeking final comments and direction on the draft report and will incorporate these comments into a final report to be prepared later this spring. It should be noted that this is not selection of

a final design, but rather an ongoing discussion of a concept to be included in the Visual Impact task of the Environmental Document. Actual project design will take place in a later phase of the project.

It should also be noted that due to the level of review and analysis in the Visual Impact element of this Environmental Document (ED), the City will be able to utilize this element for other projects the City may wish to develop in the SR 75 corridor. This may include elements proposed as part of the SR 75/282 Congestion Relief Working Group (CRWG) process. **The City Council reviewed and discussed the architectural design concepts. The City Council made a finding that the “wing” structure is not historic as it does not meet the City’s criteria for being historic, and the City Council also advanced only the “Coronado Landscape Gateway Concept” for further consideration in the process.**

**5i. Acceptance of Two Drainage Studies: (1) Drainage Improvement Report for Fourth Street West of Orange Avenue and (2) Drainage Improvement Report for Sixth Street and Orange Avenue; Selection of the Preferred Construction Alternative for Each Drainage Improvement; and Prioritization of Each Drainage Improvement.** RBF Consulting analyzed the drainage deficiencies of the existing storm drainage system in two separate reports: (1) *Drainage Improvement Report for Sixth Street and Orange Avenue* dated December 2004 and (2) *Drainage Improvement Report for Fourth Street West of Orange Avenue*. Below is a summary of the two reports:

**SIXTH STREET AND ORANGE AVENUE:** The study confirmed that the existing storm drain system is inadequate to convey storm run-off from even a 10-year storm event. This deficiency is caused by a number of factors including: *Inlet Control* – The existing inlets along Orange Avenue are grossly undersized to handle the storm run-off from such a large drainage basin. Also, because of the limited number of inlets, the system does not collect water efficiently. Adding more inlets up stream will break up the large drainage basin into smaller areas, thus reducing the amount of run-off being carried along the surface in the gutter. *Pipe Size* – In addition to the insufficient inlet control, the existing underground storm drain pipes are undersized. They currently only have the capacity to carry run-off from a one-year frequency storm. These pipes must be upsized or additional lines installed to reduce the amount of flow into the current system. *Street Grade* – A third contributing factor is the relatively flat streets. The slopes on the streets range from 0.3% to 1.0%; these flat streets contribute to the inefficiency of conveying storm water to the collection system.

To address these deficiencies, several concepts were discussed and three construction alternatives were developed. Alternative 1 proposes to install storm drains and catch basins (inlets) along Tenth Street between C and Orange Avenues; along Ninth Street between C and Orange Avenues along Eighth Street between C and Orange Avenues; and along Sixth Street between C and Orange Avenues. Alternative 2 (recommended) proposes to install storm drains and inlets along C Avenue between Eighth and Tenth Street; along Tenth Street between C and Orange Avenues; and along Sixth Street between C and Orange Avenues. Alternative 3 proposes to install a new storm drain line along Loma Avenue between Star Park and Ocean Boulevard. This alternative may be used in combination with Alternatives 1 and 2 and increase the size of the down street pipe which has been shut down to be deficient in larger storm events. Alternative 3 is not recommended as a stand-alone project. Alternative 2 is recommended for several reasons including the desire to limit construction activities to areas away from the heavily traveled Orange Avenue, intercept the run-off earlier and direct it to an existing 48” diameter pipe and increase the size and number of inlets to capture the run-off earlier to get it into the underground system.

**FOURTH STREET WEST OF ORANGE AVENUE:** The study confirmed that the existing storm drain system is inadequate to convey storm run-off from the intersection of Fourth and Alameda from even a

five-year storm event. Flooding is common at this intersection especially along the south side of Fourth Street where storm water runoff has exceeded the capacity of the existing curb and gutter and damaged private property. The system has similar deficiencies to the Sixth Street and Orange Avenue area, with inadequate inlets and pipe sizes. In addition, the existing surface-carrying capacity has been reduced by the curb and gutter damaged by tree roots and numerous street overlays reducing the curb height.

Several different concepts were discussed regarding the best solution for the drainage problems associated with this basin. Three construction alternatives were developed to correct the deficiencies with the existing system. Alternative 1 proposes to install an elliptical storm drain pipe along Alameda Boulevard between Fourth and Second Streets, tying into the existing system at Second Street. Alternative 2 (recommended) proposes to install a new storm drain pipe from Fourth and Alameda to the existing storm drain pump station located at Eighth Street and Coronado Avenue. Alternative 2 is recommended because it minimizes disruption on Fourth Street; doesn't require construction on NASNI; and daylights at an existing bay outfall which should facilitate environmental permitting. It should be noted that the scope of work for the drainage study was to analyze the system for flooding and propose recommendations to correct the flooding potential. The study found that a contributing factor was the existing curb and gutter has been damaged by tree roots and found to be a source of ponding. The recommended improvements do not address the ponding issue as it is not the major contributor to the flooding potential. Curb and gutter repairs will be addressed by work with Caltrans' maintenance department.

Both of these areas experience some degree of flooding even in moderate storms. It is recommended that Council approve the recommended improvements to the Sixth Street and Orange Avenue storm drain system as part of the Capital Improvement Program for FY 05/06 and FY 06/07. It is also proposed that staff seek a cooperative agreement with Caltrans to jointly fund the improvements. The majority of the flooding is a result of the existing infrastructure being undersized. The existing system is along Orange Avenue and is the responsibility of Caltrans to maintain; however, it could be argued that the City's streets are contributing the majority of the run-off and the problem should be corrected by the City. A cooperative agreement with Caltrans with each party contributing 50% is recommended to expedite improvements.

It is also recommended that any major drainage improvement along Fourth Street be deferred until it can be coordinated with the long-term plans for Fourth Street. Currently, the SR-75 Transportation Corridor is in the Project Report and Environmental Document phase; these documents will examine the existing utilities and set the basis for the eventual construction design. Construction of a major storm drainage system in this vicinity should be deferred until the design of the SR-75/282 Transportation Project (which may be in the form of a traffic tunnel) has been advanced enough to ensure there are not conflicts. **The City Council: (1) accepted both drainage improvement reports; (2) selected Alternative #2 (new storm drain along I Avenue from Fourth Street to the San Diego Bay) as the preferred alternative for the flooding problem on Fourth Street west of Orange Avenue and select Alternative (2 (new storm drains along C Avenue between Eighth and Tenth Streets; along Tenth Street between C and Orange Avenues; and along Sixth Street between C and Orange Avenues) for the flooding problems in the vicinity of Sixth Street and Orange Avenue; and (3) directed staff to prepare a Capital Improvement Program (CIP) project sheet for the improvements to the Orange Avenue/Sixth Street area for the next two-year budget cycle and defer major storm drain improvements to the Fourth Street drainage area at this time. Major storm drainage in this area should be coordinated with the SR-75/282 Transportation Corridor Project.**

**6. ORAL COMMUNICATIONS:**

- a. **Ron Bronshan, P.O. Box 2729**, commented that it is a disservice to our sailors that they must walk five or six block to the main gate when they go to the base and all the way from the base to Orange Avenue when they leave, because there is not a bus stop in a convenient location for them. He can see no reason why a bus can't take a route that is more convenient. He also talked about the Blue Angels. The Angels should be brought to Coronado.
- b. **Councilmember Monroe** responded that the comments on the bus are not quite accurate. The bus stop changes took place after 9/11. He personally has met with the Chief of Police, the City Manager, and the Base CO to see if something could be done to get that bus stop moved back onto the Base. The Third Street Gate is the answer to that problem.
- c. **Joan Raymond, 4616 Bermuda Avenue, San Diego, President of the American Federation of State, County and Municipal Employees Local 127**. They represent the 50 blue collar workers who maintain and beautify the golf courses and beaches, parks and streets in the City of Coronado. They provide superior service and keep Coronado as a fine tourist destination year in and year out. Unfortunately, these employees have been working without a contract since June without a raise. The City does not want to entertain their proposal for a modest salary increase and a few other issues. The unrepresented non-union employees have been given a 3% raise, but their workers, who are mostly Latino, have been only offered 2% for one year. They are also proposing to boost the medical benefits for retirees to a more reasonable amount. Right now it is only about \$13 per month. Let's not be stingy with our workers in a City that enjoys a robust economy. There are also a dozen seasonal employees that are not covered by a contract that they would like to represent as well so that they can get a fair shake. This is not a discussion of a lot of money. Until this City recognizes that these workers deserve fair treatment, AFSCME will continue to take their issues to the community and people will continue to hear the horns honking out there every week in their support. As long as there is a stalemate with the City they will continue to educate the community on how their public workers are being mistreated and ignored.
- d. **Jerry Buckwicz, 5982 Winrich Place, San Diego, Secretary/Treasurer of the San Diego/Imperial County Labor Council**, which has 122 unions with about 110,000 men. He said he wants to make sure he is accurate in understanding what he hears the situation to be. Coronado has already given the white collar workers a 3% pay increase for this year. Coronado doesn't want to give the blue collar workers the same amount, 3%. Now they are being told by the City Manager that because they wouldn't take less than the 3% the City won't negotiate anything for this year. He has to tell Council that is unacceptable and when she comes to the next labor council meeting and tells the 250 delegates that, there will be a problem. He is urging the City to treat the blue collar workers the same as the other workers. Everybody from San Diego County, visitors from out of state, come to Coronado and rave constantly about how beautiful the City is. Those people do a good job and work hard to make the City look like that. It is important to the City's image. Don't do anything special for them. Just give them what you already gave the other workers.
- e. **City Manager Mark Ochenduszko** responded to points made by the two previous speakers. First, the City values the work of the public services employees. They do a wonderful job for the City. The City went through a significant collective bargaining process with AFSCME last year, beginning in March and continuing through the summer, in an effort to reach an agreement in good faith. The AFSCME group, representing the City employees, put their last final proposal on the table, which was a 4% pay increase in July and an additional 2% pay

increase in January, totaling over 6% in salary increases alone for the course of the year. In addition to that, they asked for significant health benefit increases, particularly a significant retiree health benefit program, and one that doesn't exist for any City employees. The City, on the other hand, in its surveys, found that the employees are compensated competitively and provide that information to AFSCME employees. In addition to that, the City offered a 2% salary increase over a one year deal, if AFSCME wanted to settle for a one year deal, but preferred a three year agreement if it could be reached, with health benefit increases that would be comparable to those received by other employees in the City and three 3% pay increases over the course of those three years. That offer was rejected. They went through a formal impasse procedure as required by the Meyers Milius Brown Act. That impasse procedure involved bringing in a state mediator who talked with those representing management and AFSCME representatives in an attempt to reach an agreement. No agreement was reached through that mediation process that took place. The impasse procedure was taken to the City Council. The City Council considered the circumstances that existed related to the current year and decided to take no action. Therefore, although it is true that the City employees have not received a compensation increase, the City has followed the proper impasse procedures and taken action in accordance to impasse procedures. That action was no action. It was stated that the City Manager said that we won't discuss the current year, but we will move forward with the next year. In fact, he has had no discussions personally with AFSCME at all, but has invited them to come back to the bargaining table and bring a proposal with them. The City is interested in starting the negotiation process again. The City is interested in reaching an agreement with these employees whose work the City values very much and they are open to considering any proposal that they put on the table.

- f. **Ginger Raaka, Visitor Center**, reported that there were over 3,000 visitors in the month of February. There were 175 volunteer hours logged as well. There will be an article on visiting Coronado in the upcoming "Concierge Connection" which is part of dining and entertainment. That should be a good article. As a little extra in there, they came and interviewed Bruce Muirhead, who is one of Coronado's oldest residents. That should be entertaining. There will be a new member mixer for joining the Coronado Historical Association on March 31<sup>st</sup> from 5:30 to 7 p.m. Anyone who is interested in becoming a new member is encouraged to join them. The new exhibit will be going in the first part of April. This exhibit will be honoring Vice Admiral and Mrs. James Stockdale.
- g. **Mona Kelly, 277 B Avenue**, announced that a car crashed into her home on December 5<sup>th</sup>. She has tried to go through the proper channels before coming to the Council. The first person she went to was the person in charge of this area from Caltrans and she requested a k-rail be put on the curb of her home. She met with the Caltrans engineer and he said that would be a danger to the traffic if they crashed into the k-rail. She told him that she qualified for a sound barrier in 2002. He said that she should call the person in charge of the environment from Caltrans and see how she stands on the priority list. Ms. Kelly went to her and she said that they are no longer in charge of sound abatement and that SANDAG is. Then she went to Mr. Monroe and he referred her to Mr. Benson. Mr. Benson referred her to the person who is in charge of Caltrans overall. He sent her back to square one again to the Caltrans engineer so that they could possibly put up a sign, but that is just really a joke. What is more important, the safety of the citizens or the beauty of Coronado? This was a really serious accident. Two people went to the hospital. If that car hadn't hit a car first it would have run right into her house. On January 9, another tree was knocked down and that is the third tree that has been knocked down. Two weeks ago there were three accidents on her corner. She really wishes Council would take into consideration her corner with the prioritization.

- h. Councilmember Monroe** explained that the last he left this he thought that the rail through the park was a possibility.
- i. Jim Benson, Director of Engineering and Project Development,** explained that as late as this afternoon he talked with Joel Hull, the Deputy Director of Caltrans for Operations and Maintenance. There is no difference between the k-rail and alternative barrier in terms of the problems that they present for traffic safety issues. It is very difficult to envision anything that would work in terms of something out of the parkway. What has been talked about is the wall that Ms. Kelly has talked about, potentially serving both functions. This would be a wall on her property, on the property line, on the Caltrans right-of-way line. This is being worked on. It is not going to be an easy problem to solve because of the location. The City is talking with Caltrans right now about the 25 mph speed limit not just for the curve, but for the entire length of Third and Fourth Streets. The City is making progress and Caltrans is with the City and is trying to make it work where it is legally substantiated.
- j. Linda Rahn, Recreation Director,** introduced a brand new staff member, Mr. Dave Knott, the Recreation Supervisor who will be responsible for operations at the Community Center.

**7. CITY MANAGER:**

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

**8. PUBLIC HEARINGS:**

**8a. Public Hearing: Request for Approval of a One Lot Tentative Subdivision Map for Subsequent Conversion of 19 Apartment Units to 15 Condominium Units at the Monterey Apartment Complex Addressed as 848-866 D Avenue and Located in the R-3 (Multiple Family Residential) Zone (PC 5-05 440 Orange Coronado Inc).** Tony Pena, Director of Community Development, provided background information. He began by saying that this is actually a Historic Preservation action in the form of a condo conversion. It has been forwarded by the Historic Resource Commission (HRC) and the Planning Commission, as well as members of the public who attended the public hearings. There aren't too many issues related to the proposal except for the fact that it is an old building. It doesn't really comply with some of the City's modern zoning standards but when dealing with an historic building that is the way it usually works. For example, currently there are 19 dwelling units. When the refurbishment is complete there will be 15, but zoning only allows for 8, so it will not comply with density requirements. Parking and storage requirements are also not being met. The Planning Commission recommended one addition to the conditions related to a concern about trash pickup in the alley. Historically, the previous user had a messy contribution to the alley situation with trash. The Planning Commission's solution was to add a condition to require trash pickups a minimum of three times a week. EDCO feels that is more than sufficient for the number of units.

Mayor Smisek asked for some information about the history and historical significance of this building.

Mr. Pena explained that it was designated by the HRC. It was considered to be a very valuable historic resource. There were speakers at Planning Commission who said that it is an ideal situation to have a building of this nature in the neighborhood because it wasn't built out to the maximum and it had some attributes architecturally that people wanted to preserve. It was considered to be a very important preservation act.

Mayor Smisek asked for more information on non-conformity. Because this is under the new historic ordinance, what does that do with nonconformity on density, setbacks, carports, etc?

Mr. Pena responded by saying that the Historic Preservation Ordinance was amended to allow for greater flexibility to property owners who preserve historic buildings in the areas of zoning, not only land use but how the City addresses development standards. This particular project is going to have a higher density than normally required, but less than what exists today. It is going to provide 8 parking spaces, where 30 would normally be required. There is a setback of 4' for the carport instead of the 5' usually required. Under the condo conversion ordinance a minimum of 200 cubic feet per unit of storage is generally required, but because of the space limitations, the provision will be anywhere from 83 and 150 cubic feet per unit, depending on the unit. Those are the areas where there are shortfalls. Technically, those are allowed by the Historic Resource Ordinance and were supported by both that Commission and the Planning Commission.

Councilmember Tanaka pointed out that there is a short listing of what made it historic on page 131 of the staff report. There were some factors other than it being old that made it historic. The incentive for the preservation program is that certain features could be "grandfathered" so that they would be exempted. In order to comply with the ordinance the only other option would be to demolish or reduce the historic resource. This is one of those trade-offs where the city is saying that it values the historic resource to the point that it doesn't require the owner to demolish it in order to provide 20 parking spaces.

Councilmember Downey said she recognizes the name of Kate Sessions who did the landscape architecture. There is a lot of significance in that. It appears to her that what she is doing is preserving a great deal of the original landscape. That would be important to Ms. Downey.

Mayor Smisek commented that there are several items. First, a normal apartment could not convert to condominiums. Second, is the density issue. Third, they don't comply with the setbacks. Fourth, they don't have the parking places. Councilmember Monroe asked if overall the project would be reducing the nonconformity.

Mr. Pena responded that the number of units is being reduced, which is one of the biggest nonconformities that exists, and most people today are parking on the street.

Mr. Monroe said he thinks this will reduce some of the major nonconformities and is a move in the right direction.

Mayor Smisek opened the public hearing.

Ann Keyser, 271 Alameda Boulevard, applicant, addressed Council. She knows everyone is familiar with this building. She doesn't want to see it destroyed and brought down. She provided additional information on the conversion and restoration of the Monterey. Ms. Keyser responded to questions from Councilmembers Monroe and Tanaka and explained that as she gets into the project, anything that needs to be replaced she will replace.

Mayor Smisek closed the public hearing.

**MSUC (Tierney/Downey) moved that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CORONADO APPROVING A**

**ONE LOT TENTATIVE SUBDIVISION MAP FOR THE SUBSEQUENT CONVERSION OF 19 APARTMENT UNITS TO 15 CONDOMINIUM UNITS AT THE MONTEREY APARTMENT COMPLEX ADDRESSED AS 848-866 D AVENUE AND LOCATED IN THE R-3 (MULTIPLE FAMILY RESIDENTIAL) ZONE. The Resolution was read by Title, the reading in its entirety unanimously waived and adopted by Council as RESOLUTION NO. 8052.**

**AYES: Downey, Monroe, Tanaka, Tierney and Smisek**  
**NAYS: None**  
**ABSENT: None**

9. **ADMINISTRATIVE HEARINGS:** None.

10. **COMMISSION AND COMMITTEE REPORTS:**

10a. **Report from the Port Commissioner Concerning Port Activities.** There was no report.

11. **CITY COUNCIL BUSINESS:**

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

**Councilmember Monroe** reported on an ASAP 21 meeting, a SANDAG Transportation meeting, the Transit System Board meeting, the first meeting of the Blue Ribbon Committee meeting for comprehensive operations analysis, the lobbyist interviews, a meeting of the Tunnel Action Team, the Airport USO ceremony, went with Mark Ochendusko and Liza Butler to brief Captain Alexander on the work on the Silver Strand, a Calpers briefing with Mark Ochendusko and Leslie Suelter, the 50% complete public ceremony for the Hubbell art piece, met with Greg Cox regarding the Bayshore Bikeway, and met with Chris Hartnet, the Executive Director of Building Trades, to brief him on the Tunnel Project.

**Councilmember Tanaka** met with John Schneider and Ed Burr of EDCO, briefed the Chamber Board, met with Mayor Nick Inzunza from National City on the Tunnel, and talked with residents on I Avenue about the possibility of curfews and maintenance issues.

**Councilmember Tierney** attended the Kyoto Dinner, the Metro Water meeting, the Admiral LeFluer change of command, visited Tahoe, a fiscal reform workshop of the League of California Cities with Mark Ochendusko, a meeting with Mayor Smisek and Leslie Suelter on Calpers, and a meeting with Metro Wastewater where he was appointed to be the representative to the Public Utilities Advisory Commission.

**Councilmember Downey** filled in for Mayor Smisek on MainStreet, took a tour of the Library, attended the Hubbell Sculpture unveiling, the California Municipal Utility Association conference at the Coronado Loews, the monthly Chamber of Commerce Military Ball Committee meeting and was asked to Read, Read, Read to Village Elementary students

**Mayor Smisek** attended the change of command for Admiral LeFleur, the lobbyist interviews, a meeting with Admiral Spane regarding some Port issues and some Cays issues, a Library Board meeting, the

Human Resources Commission “Take My Hand, Coronado” awards night, a meeting with the President of the School Board to discuss CDA funding, met with Mr. Ornowski who works with the County and with CHAD on the homeless issue in San Diego, the preview of the Hubbell sculpture, and a meeting with Mayor Inzunza who will eventually be running for the 79<sup>th</sup> Assembly seat.

The City Council recessed into closed session at 4:50 p.m.

**11b. San Diego Regional Economic Development Corporation Presentation of BRAC 2005.**

Julie Meier Wright, President and CEO of San Diego Regional Economic Development Corporation, provided Council with a presentation. She said this round of BRAC is the fifth round and it will be the largest by far. Secretary Rumsfeld has targeted a 24% reduction in bases. What is different from every prior BRAC is that there are joint working groups that are designed to really look across the military services to decide what can be consolidated. There is a huge emphasis on efficiency and on what Secretary Rumsfeld calls the transformation of the Armed Forces for 21<sup>st</sup> Century warfare. The “woe is me” strategy doesn’t work. The San Diego region has undertaken this effort for more than two years. It is a costly effort, but the military has a \$23 billion impact on the regional economy. There was a detailed study that looks at each military base, the network of bases, and an irreplaceable national asset in the southwest complex of the United States that extends from the eastern pacific from Arizona and Nevada. In April 2003 the City of San Diego asked them to coordinate a base retention effort. They retained the person who had done the study, Bill Cassidy, a former deputy assistant Secretary of the Navy, formed a BRAC Steering Committee. They have done a number of things. Mayor Murphy went to the Pentagon early in August of 2003 and has really been strongly behind this effort. This is significant because the meetings are getting harder to get to. She goes every 8 to 12 weeks and over the last year and a half has had more than 40 meetings with either flag officers or political appointees at the OSD, Navy and Marine Corps levels. They have pushed the State quite a bit and hosted the first state-wide BRAC meeting in San Diego about a year ago. The region has a rich military history. It is a military town. In fact, San Diego is the leading county in the country for DoD employment. When each base is looked at in this report, each one has unique military value based on its location and its mission relative to national security. There is a network of bases. They looked at the interaction among the bases and they have even higher military value. They have the military value message of efficiency, effectiveness and economy. There is a complex that is a true national asset – it is irreplaceable in the world – and it extends into and gives a multi-stage strategy. They have the greatest concern about support activities in San Diego because they are a little bit more vulnerable to consolidation. There are three Navy research and development activities here – the SPAWAR headquarters, the SPAWAR System Center San Diego and the Program Executive Office. They are making a larger case about the intellectual capital in San Diego that supports these kinds of operations and what the academic and civil community bring as well as the nexus with Homeland Security because of the geographic location. When talking about NADEP this is something that is really pretty important. The employees at NADEP have an average of 22 years of experience. They are highly compensated and it is, from the Pentagon’s standpoint, an absolutely first rate depot operation. It is the only west coast depot. They are so good that they do advance materials work in composites for Boeing and they have been studied by both the General Accounting Office and Boos Allen as really being highly efficient. They also got moved to Ogden, Utah in 1991 but the Air Force didn’t do it quite as well and it was moved back to San Diego. The Marine Corps Recruit Depot is really a unique asset and in this case there are people on both sides of the issue. Some think that two recruit depots are needed and others think that either one of them could take the total capacity. The truth is that MCRD is probably better able to do that than Paris Island where there is a different kind of encroachment that limits their training. They have also, based on these meetings in the Pentagon, said that San Diego can accommodate more. While they haven’t targeted other places, they have tried to do it in the context of capacity. It is known that San

Diego could accommodate 25 more ships, 5 to 7 more attach submarines at Point Loma, fixed and rotary wing aircraft at both North Island and Marine Corps Air Station Miramar, and more research and development can be accommodated based on the physical space at SPAWAR's facilities in Old Town. Looking at the training ranges you can see that the military has a really incredible ability to train here and to show the interrelationships with the bases within San Diego. Another chart showed the multi-state strategy. She has been working BRAC appointments for about six months because she was concerned that California was going to get what it needed. Part of the message here is the intense concentration of intellectual capital that is brought to the nation's security.

More recently, they have been listening carefully and evolved the strategy and been flexible. They have armed decision makers with their research, which includes not only an update of this report using some DoD planning information about the specific threat, but they are also doing a special R&D white paper because they want to make a very compelling case on R&D. They are very fortunate that the first presidential appointment that was announced is an old friend of Ms. Wright's, Tony Consipe, who just stepped down as Secretary of Veterans' Affairs. He is armed with the research, but most importantly, he is a thoughtful, high integrity person who will make those decisions on the merits. The meetings are getting harder to get, which is a testimony to having started early. Right now, they are in a new mode with both the BRAC Steering Committee, with the State Council, and are developing with the Congressional delegation a 24/7 Quick Response Team. Today is the day that the BRAC appointments are to be made. As of noon today, they haven't seen a new release from the White House, so it is not known who the two final appointments are. The rest are made, and the only threatening one is the representative from Utah because we know Senator Hatch has really targeted NADEP for the last two years. We think we are in a really good position to respond. She briefed an Assembly and Senate Legislative Hearing last week in Sacramento. They do want to use the "power of Arnold" to represent California's interests in Washington. He was in Washington on September 17<sup>th</sup> and some of those meetings were on BRAC. He is obviously a compelling representative. They are paying a lot of attention to these support functions, whether it is R&D depots and recruiting, because they are more vulnerable. There are 62 bases in California. There is not a doubt that the state will be impacted in some way and perhaps the region. The State will then have a really important role to assist in the redevelopment of those bases and ideally on a faster time frame than has taken place in the past. They did succeed in getting mothballing removed from the equation because there is nothing more tragic than to lose the economic impact of a base and not be able to do anything else with it. She concluded by saying that, as part of showing their support for the military, they use a slide from a January Charger game at Qualcomm Stadium. There were more than 200 uniformed military there to be celebrated by this region for all they bring to us as a region and all they do for our country.

Councilmember Tierney thanked Ms. Wright for speaking to Council and the public.

Councilmember Monroe mentioned that there are a number of very influential people in town that are running on another track and say that why don't you give us at least one base to make a regional airport. How is this organization of these very powerful people working? What are the trade-offs?

Ms. Wright explained that when you look at the BRAC timeline and at the airport timeline, they do not conflict. They work closely with the Airport Authority and the Chairman has respected the request that he not be in the Pentagon or not be mixing the message. The Airport Authority has delayed their own timeline in assessment of the military bases. The Airport Authority doesn't own anything except Lindbergh Field. Their charter from the State is to do an absolutely exhaustive contemporary analysis of options in San Diego County. They are looking at a lot of things that they don't own. They have

respected the desire to send an unequivocal message about retaining the bases and perhaps bringing more here. So, until May 15<sup>th</sup>, when the BRAC closure list comes out, they will do nothing. At that point, they will regroup. They plan to have a meeting the day after the announcement. Ms. Wright personally believes that these kinds of issues are a place where everyone needs to understand the regional impact. The airport itself is in excess of \$4 billion and over the next 25 years the cumulative economic impact is more than \$90 billion. That is economic growth for some of the most important commercial industries in the region. It is a tough balancing act. She hopes that when they get to the airport component of this that there can be a truly civil dialogue.

**11c. Direction Regarding Scope of Glorietta Bay Civic Center and Promenade Grand Opening Event.** Linda Rahn, Director of Recreation, began by saying that the time is almost here and some direction is needed on how to celebrate the grand opening of the new City Hall and Community Center. The community has been working on this for a long time. Staff has put a lot of hours into this project and a celebration is important. A few ideas have been submitted for Council consideration and staff would like some direction as to which way to go, and the appointment of a committee will help to carry out the development of the grand opening.

Mayor Smisek commented that the options are great. He has asked Councilmember Downey to be the representative to the Committee. He feels that Ms. Rahn's recommendations for the rest of the committee members are very appropriate. His personal feeling is that a formal dinner limits the number of people who can participate. He likes the idea of #2, the late afternoon/evening event. That will accommodate a lot more people.

Councilmember Tanaka favors option #1 the most. It is important to him that this is a community resource, and that the event be as open and non-elitist as possible for anyone in the public who wants to attend. He didn't particularly like the idea of a hot dog cart. The beauty of this facility is that the linear park area in the middle is where the ribbon cutting could be. This will also put the least stress on staff and the committee that is setting it up and it is the most inviting.

Councilmember Tierney said he would go along with Option #2. He thinks it is really important that this should be open to the public and not an elite situation, but he doesn't think it is the type of situation for a cake and ribbon cutting for two reasons. One is that this is a major, major event for this community in that this is the first civic center, the only civic center; and the first City Hall that is going to manage to stay in one place rather than bounce around all over town. It is such an important juncture here that the City should make this as wonderful event as it could possibly make with the exception of having a big evening gala. He does think there should be something for the public in the evening. The money angle of it should be looked at within reason, but there should be something very special for all of Coronado. He has also asked the City Manager to look into having some of the more historical documents that have been in the vault all these years put out on display.

Ms. Rahn clarified for the Council that the park section of the beautiful facility will not be completed until perhaps September or October. It likely won't be finished when this grand opening event will be done. There won't be a park setting to work with.

Councilmember Downey asked Ms. Rahn if the time frame being discussed is June. Ms. Rahn thinks it is appropriate to plan for June. Ms. Downey said she read the report with excitement that something is being planned that the whole community could be invited to. She agrees with Mr. Tanaka that Option #3 is not good. She agrees with Mr. Tierney that she would like this to be special. For those who saw the

ribbon cutting that Dave Gillingham put on recently, she thinks the tone of that was very appropriate. She liked the hors d'oeuvres. She liked the music on Saturday by one of the CoSA bands. She thinks that is the kind of tone that the City should be going for. She likes the recommendation in #1 that there be one of the High School Jazz Band or an appropriate community band providing background music. Kids shouldn't be left out. It should be formal and special, but it needs to have something for everyone.

Councilmember Monroe has decided to celebrate whatever everyone decides to do. He would like to make sure this honors those who kept the dream alive from the start to now.

Mayor Smisek thinks that Council can rely on Ms. Downey for guidance on this.

Nils Sandberg, member of the Park and Recreation Board, said he has had the opportunity to view the site. He thinks that a formal ceremony makes an official statement telling the community that they now have access. As such, those who will come to such a ceremony will come with an anticipation of being able to wander over the site. It is an opportunity to open up the facility, provide access, through a formal ceremony, a blessing, and the right of passage. He thinks the simplicity of it is the key, rather than a grandiose operation that it could evolve into. His recommendation is to keep it as simple as possible.

Mr. Tierney asked if this will be on a Saturday.

Mayor Smisek feels that the committee can work on that and come back to Council with a plan.

**MSUC (Tanaka/Tierney) moved that the City Council approve that the committee, with Councilmember Downey as the City Council representative, proceed with planning the Grand Opening Event for the Glorietta Bay Civic Center and Promenade**

**AYES: Downey, Monroe, Tanaka, Tierney and Smisek**  
**NAYS: None**  
**ABSENT: None**

**11d. Selection of a Lobbying Firm to Provide State Legislative Lobbying Services.**

Following review of the qualifications statements and the performance during the interviews, the subcommittee is recommending that the Council authorize the City Manager to execute an agreement for state legislative lobbying services with Carpi & Clay Government Relations. The subcommittee focused its decision based on written submittal information, performance during the interview, and reference checks.

Carpi & Clay Government Relations was established in 1984. The firm has a long-time connection with the San Diego region and a history of representing local government agencies. The firm currently represents the City of Encinitas, County of San Diego Office of Strategy and Intergovernmental Affairs, Port of San Diego, San Diego County Water Authority, and a few private organizations.

One of the benefits in retaining the firm is its knowledge of redevelopment law. Since its inception, the firm has worked on redevelopment law and understands the importance of protecting redevelopment and related affordable housing issues. The firm also appears to have good relationships with the City's legislative delegation. Additionally, the firm currently has offices in Sacramento, San Diego, and

Washington, D.C, at which the firm's representatives will be available to meet with the City Council and staff on an as needed basis.

The firm presented a team of representatives that will work with the City, including Ben Clay, Jonathan Clay, and Erin Gilbert. Ms. Gilbert will be the first point of contact for City staff. Ms. Gilbert will provide legislative updates and urgent bill notifications. Ben Clay and Jonathan Clay will work jointly to represent the City (and CDA) on legislative matters. The City has had the opportunity to briefly work with Ben Clay in the past. In August 2003, Ben Clay successfully represented the Port in assisting the City of Coronado, at a meeting of the State Lands Commission, to ensure that it received Port funding for the linear park in the Glorietta Bay Master Plan. This was an important legislative hurdle that ensured the City received funding for the park.

The subcommittee is confident that with the qualifications of Capri & Clay Government Relations, the City and CDA will be well represented in state legislative matters. Staff is proposing a three (3) year agreement with Capri & Clay, with a 30-day termination provision. **Under Consent, the City Council accepted the recommendation of the lobbyist selection subcommittee and authorized the City Manager to execute an agreement with Capri & Clay Government Relations.**

**11e. Review of an Emergency Traffic Management Plan to Re-Route Traffic During Extended Closure of the Silver Strand Highway (SR 75) for Accidents or Other Unscheduled Critical Incidents and Funding Approval for the Purchase of Required Traffic Control Cones.** This item was continued.

**11f. Consideration of Contract Award for the Design of the Downtown Enhancement Project, Phase Three (800 Block of Orange Avenue) and Appropriation of Funds.** Staff has engaged in direct negotiations with BDS Engineering and reached a preliminary agreement on a cost of \$100,700 for the design of this project. BDS was the design consultant for the Adella Avenue Pedestrian Improvements Project and the Downtown Enhancement Project, Phases I and II. BDS has extensive experience with the City's design process and intimate knowledge of the Downtown Enhancement Project. BDS has successfully completed projects of this nature in Coronado and is one of two Council-approved as-needed engineering consultant firms used by the City. The project design cost of \$100,700 is consistent with the previous Downtown Enhancement Projects. Staff will submit a new CIP sheet as part of the CIP approval process to reflect changes to the design costs and update the projected construction costs and revised scheduling. Consideration will be given during the CIP process to advance construction from fall 2006 to fall 2005. Phase III will present unique issues due to some of the properties adjacent to the improvements including the movie theater and Cora Mart. **Under Consent, the City Council: 1) authorized staff to enter into a work order with BDS Engineering in the amount of \$100,700 to provide the engineering, architectural and surveying services required for DTEP III; and 2) appropriated an additional \$84,000 of the City's General Fund to the Community Development Agency (CDA) funds in the current year to cover the BDS Engineering contract as well as \$3,300 for contingency; and 3) directed staff to prepare loan documents with the CDA related to this action.**

**12. CITY ATTORNEY:** None.

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

**14. CLOSED SESSION:**

**14a. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL –  
ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to subdivision (b) of Section §54956.9  
Fifteen (15) potential cases.

The City Council adjourned from closed session at 5:51. The City Attorney announced that no actions were taken in closed session, although directions were given to the city's legal counsel. The Council then adjourned at 5:54.

**15. ADJOURNMENT:** The meeting was adjourned at 5:54 p.m.

Approved: April 5, 2005

\_\_\_\_\_  
Tom Smisek, Mayor

Attest:

\_\_\_\_\_  
Linda K. Hascup  
City Clerk