

**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, May 3, 2005, 3:00 p.m.**

Mayor Smisek called the meeting to order at 3:00 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  
City Clerk Linda Hascup

**2. INVOCATION AND PLEDGE OF ALLEGIANCE.** Mayor Smisek called for a moment of silence in memory of Stan Antrim who recently passed away. Chaplain Hussain Shikh, Naval Base Coronado, provided the invocation and Mayor Smisek led the Pledge of Allegiance.

**3. MINUTES:** The minutes of the Regular Meeting of April 5, 2005, and the Regular Meeting of April 19, 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** (Tanaka/Downey) moved that the City Council approve the minutes of the Regular Meeting of April 5, 2005, and the Regular Meeting of April 19, 2005, as submitted.

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

**4. CEREMONIAL PRESENTATIONS:**

**4a. Proclamation: May is National Historic Preservation Month.** Mayor Smisek presented a Proclamation to Gerry MacCartee, Vice Chair of Historic Resource Commission, Page Harrington, Executive Director of Coronado Historical Association, and Toni Gaylord, Executive Director of Coronado MainStreet.

**4b. Presentation of Historic Preservation Plaques to Property Owners with Historically Designated Structures.** Commissioners Keith and MacCartee assisted Mayor Smisek with the distribution of the plaques to the following (\*these people were present at the meeting):

| <u>Built</u> | <u>Owner's Name</u>             | <u>Address</u>        | <u>Year</u> |
|--------------|---------------------------------|-----------------------|-------------|
|              | Mrs. Anna Kirschner*            | 1015 Adella Avenue    | 1926        |
|              | Ms. Martha Jordan*              | 1125 G Avenue         | 1928        |
|              | Mr. & Mrs. Peltier              | 1015 Loma Avenue      | 1926        |
|              | Mr. & Mrs. Mulzet               | 1127 F Avenue         | 1924        |
|              | Mr. & Mrs. Warriner*            | 633 Alameda Boulevard | 1935        |
|              | Ms. Ann Keyser*                 | 721-725 D Avenue      | 1939        |
|              | Ms. Ann Keyser*                 | 848-866 D Avenue      | 1930        |
|              | Mr. & Mrs. Rice                 | 1119 Flora Avenue     | 1925        |
|              | Mr. & Mrs. Wright               | 1117 G Avenue         | 1915        |
|              | Mrs. John Christopher Matthews* | 1030 Olive Avenue     | 1924        |
|              | Mr. & Mrs. Haley*               | 777 G Avenue          | 1931        |
|              | Mr. & Mrs. Patterson*           | 941 G Avenue          | 1904        |
|              | Mrs. McColl (Carrie O'Brien)*   | 1118 Loma Lane        | 1898        |
|              | Mr. & Mrs. Rose                 | 1704 Visalia Row      | 1907        |
|              | Mr. & Mrs. Herron               | 1718 Visalia Row      | 1926        |
|              | Mr. & Mrs. Hunsaker             | 1306 Sixth Street     | 1927        |
|              | Mrs. Anna Pennoyer              | 1710 Visalia Row      | 1926        |

**4c. Proclamation: Peace Officers' Memorial Day – May 11, 2005.** Mayor Smisek presented the Proclamation to Director of Police Services Robert Hutton, Paul Crook, Marc Langlais and Van Erhard.

**4d. Proclamation: Municipal Clerks Week.** Mayor Smisek presented the Proclamation to Coronado City Clerk Linda Hascup.

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

**MSUC** (Tanaka/Monroe) moved that the City Council approve the Consent Calendar Items 5a through 5c with the addition of Item 11c – Introduction of an Ordinance of the City of Coronado to Amend Title 12, Chapter 24, of the Coronado Municipal Code to Allow the Business Licenses for Taxicab and Sightseeing Businesses to be Issued on an Annual Basis Rather than a Quarterly Basis

**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. 10043261 thru 10043505 audited and approved by the Audit Committee, provided there are sufficient funds on hand. **The City Council approved the warrants.**

5c. **Acceptance of the Task 2.09 State Route 75/282 Tunnel East Portal Architectural Design Concepts Final Report.** The consultant has prepared the Task 2.09 SR 75/282 Tunnel East Portal Architectural Design Concepts Final Report based on direction from the City Council at the regular meeting of March 15, 2005. This report will be used by the consultant team to develop the preliminary design of the tunnel’s east portal and incorporated into the Draft Environmental Document (ED). Furthermore, the Task 2.09 Report may be used by the City Council as an environmental document to assist in advancing other projects related to the City’s entryway, independent of the tunnel project. Such projects might include, but are not limited to, projects recommended by the Congestion Relief Working Group such as bridge plaza metering, landscaping and other hardscape improvements. **The City Council accepted the Task 2.09 SR 75/282 Tunnel East Portal Architectural Design Concepts Final Report.**

6. **ORAL COMMUNICATIONS:**

a. **Susan Keith, Historic Resource Commission, 801 Tolita Avenue,** announced that, in celebration of National Historic Preservation Month, the HRC is holding four free slide shows, “Coronado’s Postcard Past”, “The Parks of Coronado”, “Sea Stories and Fairytales,

a History of North Island”, and “Castles, Cottages and Condominiums”. They will be held at the Winn Room at 7pm, on May 10<sup>th</sup>, 11<sup>th</sup>, 17<sup>th</sup> and 18<sup>th</sup>. The HRC has also put out a DVD that is now for sale about the historic parks in Coronado, hopefully the first of many. Thanks sponsorship from the City Manager’s office they were able to have it professionally produced.

- b. **Ginger Raika, Coronado Historical Association and Visitor Center**, provided the quarterly report for the Visitor Center.
- c. **Margaret Quackenbush, 440 Pomona Avenue**, spoke about the comprehensive traffic study recently released which includes a recommendation for a stop light. She cautioned about the dangers to children living east of Pomona. She said that safety should be the consideration.
- d. **Tevita Moala, AFSCME Local 127**, said he doesn’t think the City has offered its best. He encouraged the City to give the best it can and asked the City to consider the 50 people they represent.

7. **CITY MANAGER:**

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

8. **PUBLIC HEARINGS:**

8a. **Public Hearing to Adopt a Resolution Amending the 2004 Regional Transportation Improvement Program of Projects (RTIP) and TransNet Program of Projects.**

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

MSUC (Monroe/Downey) moved that the City Council adopt A RESOLUTION OF THE CITY OF CORONADO ADOPTING AN AMENDMENT TO THE 2004 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM OF PROJECTS (RTIP) AND TRANSNET PROGRAM OF PROJECTS. The Resolution was read by Title, the reading in its entirety unanimously waived and adopted by Council as RESOLUTION NO. 8062.

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

9. **ADMINISTRATIVE HEARINGS:** None.

**10. COMMISSION AND COMMITTEE REPORTS:**

**10a. Report from the Port Commissioner Concerning Port Activities.** Port Commissioner Robert Spane mentioned the experience of the Port District with cab companies. He commended Council's decision to discuss the topic before making a decision.

Admiral Spane reported that the Port wrote a very detailed letter disagreeing with the Airport Authority issued on its land use recommendations. He announced there would be a public meeting at The Landing concerning the Summer Pops concerts this summer and the fireworks that accompany some concerts, which must end at 10:00p.m. He said there will be sound monitoring in Coronado.

Admiral Spane mentioned the new proposal by the developer at Grand Caribe Island who has submitted another plan, a 130-room hotel, for North Caribe Island. The Port is obligated within 60 days (by the end of May) to answer the proposal or it will go forward without any hearing. The Port will answer it. The developer does not intend to hold any outreach meetings; however the Port will hold an outreach meeting in the middle of May and it will be discussed on the Port agenda in June.

Admiral Spane said the Port has worked for a year to try to insulate the Port retirement program from the San Diego City retirement program and believe they have now found a solution to protect the Port investment fund.

He said there are only six Port commissioners and he is not aware of a plan to appoint a seventh, the one missing from San Diego. The interesting thing about that is that three commissioners can stop anything which is an interesting political idea.

Councilmember Monroe asked if the rule at the Port is a majority of the quorum present or does there have to be a majority of the members to make decisions. Admiral Spane thinks it is a majority of those members present. Mr. Monroe said he is interested in the North Grand Caribe statement and the Port's response since the sent to the developer that essentially told them not to come back unless there is a partnership with the people of the Cays. He heard previously that there was no attempt for outreach meetings by the developer which surprised him given the fact that the Port had a very clear letter. What is the status of that letter versus the statement that everything is in conformance with the lease? Admiral Spane explained that the letter is not part of the leasehold. The letter is just a letter. The letter is still out there. The developer has not made a positive or negative statement as to taking that letter on as an issue.

**10b. Consideration of Recommendations from Seventh and D Open Space Committee Regarding Uses for the Space, Formerly the Lawn Bowling Green.** Patty Schmidt, 151 F Avenue, a member of the Committee, introduced Recreation Director Linda Rahn to give the report.

Ms. Rahn began by explaining that in December 2004 a committee was commissioned to evaluate use of the space that was previously the Lawn Bowling Green and had become a lay down yard for the Library construction process. That committee consisted of: Patty Schmidt as the Chair; Linda

Sorrels, President of the Senior Association; Robert Brigglio, Park and Recreation Board member; and, Ngyra Stebbins from the Engineering and Project Development Department. There were four meetings and two public hearings that were advertised in the *Eagle/Journal*. Phone calls were also made to neighbors who lived nearby. At each meeting four citizens attended, different citizens for each meeting, along with City staff members and other representatives. A representative of the School District maintenance operations department, and the City's Parks Supervisor attended and gave recommendations on landscaping. Prior to the first meeting she received a letter from Mr. William Hiscock who was very interested in preserving the Lawn Bowling space. He submitted some information about Lawn Bowling and what was required for a green.

There was a lot of discussion about what the space should be. They wanted strong aesthetics, green open space, a pleasant atmosphere, designated primarily for Senior Citizens, the addition of parking in the area and combining this into existing plans for the park restoration. The Committee discussed there being areas with hardscape and landscape, with sitting and picnic areas, a patio, perhaps an arbor or pergola, walkways, and the active use area for croquet or bocce ball. They even talked about a patio with commemorative bricks in the memory of loved ones. The overwhelming consensus of the Committee was that the area be preserved as park space and that it would not be the exclusive use of any group, but be used in conjunction with the Senior Center. A green area suitable for croquet or bocce ball was what the Committee came up with as the most likely scenario, although they talked about lawn bowling and other passive activities such as horseshoes and shuffleboard. The installation of a lawn bowling green would be a considerable expense. It takes several hours a week to keep the green in a proper condition. There were concerns the bowling green was not being maintained to the specifications of the Lawn Bowling Club before the area was used for the library construction lay down yard. The Club membership had diminished and there are currently only three members remaining of the previous Lawn Bowling Club.

One of the concerns was regarding parking in the area. The Traffic Operations Committee (TOC) has approved diagonal parking on D Avenue with three additional handicap spaces, which will help provide parking for the Senior Center as well as the School District's disabled students/faculty.

Mayor Smisek commented that the only real advocate of the replacement of the lawn bowling green he has heard from is Mr. Hiscock. He gave the City some information that came out recently, some different newspapers, a small petition with signatures and a cover letter. Mr. Hiscock is a very high ranking lawn bowler and is a real advocate for the sport. Mayor Smisek reminded everyone that the initial concept was that the area would be used as a lay down area and then the City would bring lawn bowling back. What brought this committee together was the request of the Senior Center for a change.

Mayor Smisek asked for public comment.

Patty Jepson, 800 Glorietta Boulevard, explained that this is discussing the Bowling Green is apropos since this is National Heritage Preservation Month. He said that lawn bowling has experienced resurgence and is waking up all over the United States. She is sure that if it takes a

petition they can easily get 1000 names. She would like Council to at least consider holding off on voting today until it there is further study.

Bill Jepson, 800 Glorietta Boulevard, gave Mayor Smisek an article talked about how he had a goal to playing lawn bowling in his golden years. He also mentioned the resurgence in the popularity of lawn bowling and urged Council to postpone final action on this.

Joe Delasalas, 349 G Avenue, spoke on the reestablishment of lawn bowling. He spoke passionately about allowing lawn bowling to come back and requested that Council delay until they get more information from Mr. Hiscock. He mentioned the City's promise to restore the Lawn Bowling Green when the Library was completed. He said it is something unique and beautiful. The decision to either restore it or eliminate it should be made by the citizens.

Susan Keith, 801 Tolita Avenue, asked for clarification on the diagonal parking and wondered if there would be a chance to speak on that. She realizes that diagonal parking will increase the number of spaces, but with the amount of traffic on that street and the mix of seniors and teenagers she is concerned there could be problems.

Dottie McSwain, 707 Orange Avenue, said she retired last year and has been waiting for lawn bowling. She sees no reason for the City to remove the lawn bowling green and asked for more serious consideration.

Ms. Schmidt commented that she is always amazed that public hearings are advertised and no one comes until the last minute. She wondered if Mr. Huth had any figures on the cost of maintaining a lawn bowling green.

Scott Huth, Director of Public Services, explained that staff would have to expend anywhere from three to four times the effort to maintain a bowling green over other park areas. It is high maintenance because it is kept at a standard of play, while probably not the same standard that is kept in Balboa Park. However their research didn't quantify the cost in dollars. The savings was in staff effort that could be applied somewhere else. It is like maintaining a putting green with twice a week mowing, vacuuming, blowing, and extra trash pick up; compared to maintaining a passive park that only requires a riding mower.

Councilmember Tierney asked if the lawn bowling green saw a lot of usage.

Mr. Huth responded by saying the reality was that there was a contingency of users, but it was low number.

Ms. Schmidt mentioned that she had received a letter from Mr. Carl Coffelt who lives in the Cays and is offering \$500 towards a regulation bocce ball court. She pointed out that the Committee did take public comment, but participation from the neighbors was minimal, and even though Mr. Hiscock phoned and mailed the members of the Committee, he never came to a meeting. She said a passive park doesn't mean it isn't used; it will be encouraged to be used for all sorts of entertainment. It will also be a senior park so the senior citizens can do the things that seniors like to do.

Linda Sorrels, 606 Margarita, President of Coronado Senior Center, commented that she met Mr. Hiscock. She advised that he hasn't been a member of the Coronado Lawn Bowling team nor has he trained on the Coronado lawn bowling green. She pointed out that the last president of the Lawn Bowling Green in 2002 suggested to her that the size of the bowling green could be reduced by half and have the other space used for other activities. They explained to her that the insurance for the lawn bowling green is too expensive for the team to handle and they have now dissolved. In essence, people are asking the City to spend potentially over \$800,000 to rebuild a bowling green that no one uses. She said that the Seniors of Coronado would be proud to have this area as a Senior Park and be a place where they can have family reunions and picnics. They can get out badminton, croquet, etc. It would have more use for the City of Coronado than a bowling green that will just sit there. The people who play professionally are already on other teams since there is not team here.

Councilmember Tanaka said he isn't opposed to restoring the green, but it was underutilized in the past. He divulged that he was the High School Lawn Bowling Club advisor one year and it was quite an ordeal just to get to use the green. He commented that it's a fun sport to play and agrees that there might be a resurgence of interest. It might be an interesting opportunity, but if people want to be honest they would admit they don't even know where to get lawn bowling equipment. He said he would like to see the area be as utilized as much as possible and is surprised there is a controversy over providing a park and that there are complaints about improving the facilities. He is sensitive to the discussion that there was some sort of an agreement to restore the green, but he cares most about what the seniors want. The committee was established due to the Senior Center concerns. There were multiple opportunities and attempts to get public involvement in the decision and thinks it is odd that public involvement has waited until this moment. Council is simply looking at the resource that will give the most to the most citizens. He thinks it would be fair to do a little bit more public outreach to make sure the public supports this change, which he thinks they will. Lawn bowling is not very passive and the green does take a lot of care. He thinks it is a little absurd to say that the Council is robbing the City of this great opportunity.

Councilmember Tierney said he almost never saw anyone using the lawn bowling green. He believes that the City needs to consider the greater usage for everyone on the island. He wouldn't have a problem with fitting in a smaller bowling green because based on the previous number of participants it would only take up one or two lanes. He stated that he feels strongly that it is necessary to expand the usage of that particular piece of land. He knows a lot of the seniors would look forward to having the use of the outdoor area. He said he also agrees with Ms. Keith's point about diagonal parking. He doesn't think it's a good idea. He thinks Mr. Tanaka's point is well taken and that is the greater good that is important. He wants to see an agreeable park that enhances the Library.

Councilmember Downey said she doesn't want to take a vote on something that people care about. She wonders if the people who signed the petition knew what the alternative was. She doesn't want to ignore 100+ citizens and agrees with the person who said the area has a lot of public parks. She isn't sure there is enough justification for getting rid of something people really want. Maybe the people who signed the petition didn't realize that the City will have to pay the maintenance and insurance costs and what those costs were. She appreciates all the work the Committee did.

Councilmember Monroe would like to honor Mr. Hiscock's request to be present. He said he was very conflicted on this issue at first, because if it was an important promise he wants to help it. If the Council finds that it is better for Coronado to change, then it needs to be changed. Maybe no one knew there were this many people interested. He is interested that the Senior Center wants something different because that really is their area.

Ms. Downey asked if there is a reason the lawn bowling green would have to be in that location or if it could be somewhere else so the seniors could have what they want at the Senior Center.

Councilmember Tanaka excused himself from the meeting at 6:00 p.m.

Ms. Rahn explained that usually lawn bowling is played in lanes situated either vertically or horizontally on a square that is 64' square, with four lanes. The square could also be 120 x 120'. Play can take place on a single lane, but that would allow for only one team at a time. Mr. Huth said he played on a green recently that was a recessed with very fine grass. It was an area where one could play bocce ball, croquet, or lawn bowling, which is what the Committee was trying to obtain – a multi-use area for that kind of sport. Lawn bowling, the way Mr. Hiscock speaks of it, has very tight specifications. Like a putting green, the grass has to be a certain length; it has to be rolled. One of the suggestions to consider is to use artificial turf that would not require the level of maintenance of real grass. The Lawn Bowling Association would want it to be exacting much like tennis players want their tennis courts to be used for tennis and not for soccer or dodge ball.

Mayor Smisek feels that the concept of a smaller lawn bowling green is interesting. It could actually be part of a complex where there could be a certain size dimension that would be kept at that fine grass level and the rest would be open to bocce ball and other uses. He would like to ask Ms. Schmidt and the Committee to take a look at a concept of having a smaller green, possibly have a half or a quarter lawn bowling area, and get with Mr. Hiscock when he gets back in town to see if there can be some middle ground where the City can accommodate what the seniors and the other people want. If this sport does grow, it will be open space so it will be possible to be converted to a bigger green if necessary.

**The City Council continued the item by consensus.**

**11. CITY COUNCIL BUSINESS:**

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

**Councilmember Downey** attended the Coronado Cays Homeowners Association meeting, the Junior Womens' fundraiser, the Glorietta Bay ribbon cutting and open house planning meeting, the League of California Cities dinner at Petco Park, Jan Haines' funeral and the meeting at the Hotel Del on the Master Plan.

**Councilmember Tierney** reported on the Metro TAC Committee of Metro Wastewater JPA with Scott Huth, the Chamber Sundowner at SBC opening, the Planning Commission and City Council joint meeting regarding RSIP, a tour of possible sites for the new Animal Control facility with PAWS members, the League dinner at Petco Park hosted by San Diego, and a meeting of the

Saigon Mission Association about the 30<sup>th</sup> year for the removal of U.S. members of the Embassy from Saigon.

**Councilmember Monroe** met with Gary Gallegos of SANDAG with the City Manager, attended the Chamber Sundowner at the SBC Building, a SANDAG Board meeting, a Silver Strand Corridor Management Committee meeting, the joint meeting with the Planning Commission and City Council on RSIP, the League dinner at Petco Park, a meeting of the Metropolitan Transit System and a meeting of the South County Economic Development Council.

**Mayor Smisek** attended the ribbon cutting at the SBC building, gave a State of the City address to MOAA and the Navy League, attended the Visitors Center luncheon, a meeting of the South Bay Mayors, a Visitor Center/CHA Board meeting, a joint meeting of the City Council and Planning Commission on RSIP and a MainStreet Board meeting.

The City Council adjourned into closed session at 6:18 p.m.

**11b. Presentation by Henry Abarbanel, Del Mar Councilmember and SANDAG Representative, Regarding SANDAG Energy Working Group.** Henry Abarbanel, City of Del Mar, began by saying that no one needs to be made aware of the crisis in energy that occurred in California two years ago and the remaining issues to prevent future energy crises. In response to that, SANDAG made a decision to investigate how they, as the regional representative could be involved in energy planning. There was never any idea, nor is there now, of taking over the job of SDG&E. They do a very good job in keeping the lights on and providing energy to the area's homes and businesses. But they felt that there was a strong need for more voices to be involved in policy decisions that are made about the sources of energy, the distribution of energy and the cost of energy. After several planning studies resulting in the Regional Energy Strategy, in December 2003, the SANDAG Board of Directors created, as a subcommittee of the Regional Planning Committee, the Energy Working Group to implement the Regional Energy Strategy. The members of that Energy Working Group are, as usual, representatives from the four sections of the County: South Coastal, Steve Casaneda from Chula Vista; North Coastal, Henry Abarbanel from Del Mar; North Inland, Bob Campbell from Vista; and, South Inland, Art Madrid from La Mesa. Donna Frye represents the City of San Diego and the County of San Diego. In addition, in an unusual move for SANDAG committees, there is a representative from large business, small business, SDG&E, the San Diego Regional Energy Office, the Port of San Diego, the San Diego Chamber of Commerce and SDSU.

Mr. Abarbanel commented that there are so many issues in energy that it is very important to choose an item to focus on and still retain the agility to deal with the items as they come up. They decided, early on, that they would submit the CPUC (California Public Utilities Commission) Long Term Resource Plan in 2006 that sets out where the energy will come from and how it will get into the region. That is being done with SDG&E. It deals with transmission, renewables, existing energy plans, etc. Part of the reason he is before Council is because that Plan will be submitted in Coronado's name as well as the name of the citizens of Del Mar, Chula Vista, Escondido, and everyone in the region. They intend to appear before the PUC side-by-side with SDG&E, not necessarily agreeing on everything. The group has split itself into two subcommittees – a policy subcommittee that deals with some of the short term issues as well as

the planning of what policy should be in the LTRP and the resource subcommittee that deals with the previously mentioned issues. In order to inform themselves and the public as part of the material provided in Council's packet is a list of workshops they are holding on the various issues that appear in the resource plan. About a month ago they held a workshop on transition issues. Does the region need new transmission lines to bring energy into the region or are they not needed with the region's energy generation from standard conventional plans or renewables? No decision has been made on that, but that was an information session.

They will be doing several other things. They initiated an Energy Efficiency Pilot Project for municipalities that was advertised in a letter to the City Manager and all city managers last December. Interest was expressed by four cities – Carlsbad, Poway, Vista and Santee – and after going out and doing site visits in each of those cities Carlsbad was selected as the pilot project. The goal is identify energy savings in municipal buildings. The focus is strictly on that to start with. If the Carlsbad project in energy efficiency, which ranges from changes lights in buildings where it is appropriate, changing the names of the accounts with SDG&E to save money and proceeds as far as photovoltaics on municipal roofs. If that is as successful as they imagine, they will then go to the CEC to find money to do that in every city in the region.

The idea from the Governor's office of having a million solar roofs in California has proceeded along. If that passes, that would mean 100,000 solar roofs in the County of San Diego and 1,000 solar roofs in the City of Coronado. There are several ways to achieve that. One is to let SDG&E make advertisements. The other is to have the Energy Working Group organize as many cities as are going to cooperate to enlarge the purchasing power of the region and to guarantee the purchase of some significant percentage of those 100,000 solar roofs in the County of San Diego to lower the price by purchasing in quantity. Advertising will be through the utility bills, the television station, and to residents at meetings like this. They would like to see those roofs covered with photovoltaics. Frankly, it is expensive. Part of the reason for doing it collectively is to lower the price. It is more expensive than building conventional plants at this point, but much of the capacity that the region for energy generation is regional. It is entirely focused on ten or fifteen days a year, typically in the summer when air conditioners are on. They build to meet that peak capacity. If they can meet the difference with solar energy production at exactly the same time as it is needed instead of building additional plants, there will be substantial savings which isn't reflected in the initial capital costs of photovoltaics and there will be a much greener region.

Councilmember Monroe thanked Mr. Abarbanel for the very important work he spoke about. In the package there is a very key sentence that says, "The cooperation among former disputants has shown that there is a regional will to work together productively." He thinks that is what Mr. Abarbanel is here for. There was a group at SANDAG putting together a 20-year energy plan for this region where SDG&E wasn't a voting member. SDG&E was required, on the other hand, to put together their 20-year plan. There were two separate tracks. It ended up that there was some cooperation on both sides and those tracks are now moving together.

Councilmember Tierney thinks this program is worthwhile. He commented that the one drawback is that the photovoltaic cells on the roofs are very ugly. He remembered seeing designs with photovoltaic cells built into Spanish tiles and Japanese glazed tiles. If that technology is available more people would probably be willing to go in that direction.

Mr. Abarbanel commented that one place to see the tiles Mr. Tierney described, they are called thin film photovoltaics, is at the San Diego Regional Energy Office in Kearney Mesa. The problem he expects to have isn't to get them approved by the Cities; it's getting people to want them. If they can be made attractive and appealing; that would be good.

Mr. Tierney asked if the City is going to be putting some cells on the lifeguard facilities on the beach. Mr. Benson responded that they would like to do that, but it is a challenge.

Councilmember Downey disclosed that she is the Assistant General Counsel for the Imperial Irrigation District. They have been working with SDG&E to bring renewable energy into San Diego. She applauds the efforts of the Committee and thinks they are helping the region move in the direction that they are jointly working towards. She appreciates any effort their organization has had to help convince the regulators they need to give some support when it is needed for permitting.

Mayor Smisek thinks that Mr. Abarbanel understands that the cost is going to be the driving force.

Mr. Abarbanel observed that one of the attractive features in the Governor's initiative is that there will be direct subsidies for the purchase of expensive photovoltaic material, as well as tax credits. They don't apply to municipalities, however he discovered an industry he didn't know about, which is individuals who purchase the photovoltaics and lease them to municipalities. The individual gets the tax advantages and the municipality gets the reduced price.

**The City Council accepted the report.**

**11c. Introduction of an Ordinance of the City of Coronado to Amend Title 12, Chapter 24, of the Coronado Municipal Code to Allow the Business Licenses for Taxicab and Sightseeing Businesses to be Issued on an Annual Basis Rather than a Quarterly Basis.** The annual renewal of taxi/sightseeing business licenses would coincide with the annual certification of paratransit operations by the Police Department. There is no proposed increase in the amount of the business license tax, only the frequency. The process will be streamlined and staff time related to the processing of business license renewals will be reduced. The license tax would be pro-rated depending on which quarter of the year it is applied for, similar to the way the license tax is determined for other types of businesses in Coronado. If a vehicle is taken out of service by the taxi company, it may be replaced with another vehicle, which is certified under the Police Department's approved methodology, with no penalty of additional tax. If there is no vehicle replacement, the proportion of license tax corresponding to any full quarter of the year for that vehicle may be refunded. **Under Consent, the City Council introduced AN ORDINANCE OF THE CITY OF CORONADO AMENDING CHAPTER 12.24 OF TITLE 12 OF THE CORONADO MUNICIPAL CODE ADDRESSING TAXICAB, SIGHTSEEING BUSINESSES. The Ordinance was read by Title, the reading in its entirety unanimously waived and placed by the City Council on FIRST READING.**

**11d. Introduction of an Ordinance to Amend Title 20, Chapter 40 of the Coronado Municipal Code to Establish a Method for Issuing Paratransit Vehicle Permits When Demand Exceeds Availability.** Robert Hutton, Director of Police Services, clarified for the significant audience and the Council that there was not a recommendation to the City Council regarding any fees at this time, solely a recommendation and introduction of an ordinance related to how permits could be issued in the future. The recommendation is that the Council amend Title 20, Chapter 40 to allow Paratransit (taxi) Vehicle permits to be issued by random drawing when demand exceeds availability.

Chief Hutton explained that the Police Department has not issued Paratransit Vehicle permits for quite a while because most of those permits were being held by a small number of companies. When the Council previously amended the ordinance they allowed staff to look at Paratransit Vehicle permits to determine how many of those permits were actively being used. It was determined there were about 28 available permits, which has generated a great deal of interest from the public and from operators. Staff met with those operators in preparing this recommendation to seek their input and their comments. Different operators had different perspectives, but indications were that there was an interest from one operator in obtaining all 28 permits. Yet there was a concern that there would be insufficient demand for paratransit services to support all of those permits being out, the total being 53 that the Ordinance allows the City to sign out. If another 28 were issued there just wouldn't be demand to support that many vehicles.

Additional operators would increase the monitoring by law enforcement. The drivers might be more aggressive in efforts to get fares and the operators would be less likely to accept the shorter distance trips because they really don't pay. A local trip doesn't generate the fare that a trip to the airport would generate. In other words, complying with the requirements of the ordinance could make it more difficult for the companies to operate and retain drivers. The operators who did not have permits were generally not opposed to having a process that was a random drawing. Other alternatives are a first come, first serve process, or to utilize Metropolitan Transit System (MTS) or the County of San Diego to issue permits for drivers, vehicles, and operators, as a number of cities in the region that do. The City Council could also direct staff to select an operator through a Request for Proposals that would allow the City to clarify the service levels it wants, set desired standards for vehicles.

Mayor Smisek asked how the City would gauge demand to start to issue additional permits in a random drawing. He said he is assuming that if 28 that are not being used means that the demand is 53 minus 28 at this point.

Chief Hutton explained that the City arrived at the 53 through a formula in the Ordinance that considers population and the number of hotel rooms. There is always a question about whether it is the appropriate formula. It does allow the City to exceed the cap of 53, but then it is the applicants' responsibility to provide the City with information that shows there is insufficient taxi service in Coronado and that additional permits are warranted. There is a demand from the operators to have permits. The interest from the operators may not be connected at all to the public service the community needs. There may be a much greater interest in having a Coronado operation than what business may support here. Chief Hutton explained that staff is not seeing anything to suggest the number of permits should be increased.

Mayor Smisek thinks it sounds like there are too many permits if 28 of them are currently not being used.

Councilmember Tierney asked for a definition of paratransit vehicle for the public's benefit.

Chief Hutton explained that it paratransit vehicles are vehicles (including taxis and vans) that are for hire, not operated on a fixed route, and not operated under the Public Utilities Code. A livery van that services the Hotel Del or an airport shuttle is not considered the same thing and is not affected by this.

Councilmember Monroe asked if the permitted taxis would be dispatched by an office or if they end up at taxi stands

Chief Hutton explained that it may be different for each company on how they are dispatched. Some companies are big enough to have dispatchers and dispatch operations and others may be sharing services. He agrees that if the streets of Coronado are flooded with these vehicles he is not sure where they are going to park because there are restrictions on parking in certain areas.

Mr. Monroe does think this is about some individuals who decide that a ship just came in and they decide to come over to get what they think will be a lot of fares. Isn't it also true that two or three years ago he is aware of one case where the Police were looking for someone and they called the cab dispatcher to put the cabs on alert to apprehend some people and that was successful?

Chief Hutton responded that happens more frequently than just a single incident. He said the Police Department's relationship with the drivers and the companies is really very good, even though the Department has some enforcement responsibilities that do not always make them popular. Coronado Cab, over the years, has assisted more times than he can count. When the City Council changed the Ordinance last June it set a requirement that, if one held a vehicle permit, there had to be a minimum number of fares over a 90 day period. It wasn't a high threshold, about 30 fares in 90 days, but that allows staff to look at which permits are actively being used. It is an enforcement challenge to do that, particularly if there are 53 different companies operating. If the number of companies is a small number it is a little bit easier to pick up the phone and talk to someone and say that there needs to be an audit of cab 1, 2 and 3. They then provide the records and staff can look to see if there is a sufficient number of fare runs in Coronado to keep that permit active. If the fares are not there, staff is allowed to put them on notice.

Mr. Monroe added that there were some companies that left because of demand. He thinks this is a healthy discussion.

Mayor Smisek explained that this discussion is about the difference between first come, first serve and random picking based on demand. That is where Council needs to concentrate its discussion.

Mayor Smisek invited public comment.

Ray Hoffmeier, 3722 Alabama Street, San Diego, said he has been a cab driver here for 25 years. His observation is that Coronado's demand, as far as the hotels go, is just like it is in San Diego. When there are 20,000 people in for a convention, demand is big. Some times he drops off fares

and there is no one else there. Other times he has dropped off and there are people waiting for cabs because there is such a large group of people at a convention that all the cabs have already left. People ask if he can take a fare, but he has to say that he can't because he doesn't have a permit here. He thinks it would help Coronado to have more permits and it would help the taxi drivers. He is an advocate for a random drawing.

Caroline Reynolds, Coronado Cab, wanted to comment on a few points. She said Chief Hutton had mentioned that there might be some increase of fees. Her company would support the increase of fees for the driver card if that would help in the administration of the process. Regarding paratransit vehicle permits and tags, in discussions with Public Services she found that they might be agreeable to placing the stickers on the vehicles, which might help to decrease future fees for the Police Department. She said the main reason she is before the Council today is the 28 permits. She informed the Commission that Coronado Cab has been operating as a sole operator in Coronado for the past year and before because companies that held the other permits were not finding Coronado a viable place to do business. Coronado Cab calls them skim operators. She said her business has survived 18 years of skim operators in town in one form or another. The morale among her drivers is high. They understand that they have an obligation to service the City. They hope that, as the process is looked at, the City would first determine what the number of permits is. The formula is fairly simple if one is actually serving the town under the requirements that the Ordinance dictates. Operating over the past year by themselves they feel that, as a company, it may be helpful to have 5 to 7 more permits. 53 permits with only one cab stand in town would be too many. She said her company would be willing to support a drawing system for the additional permits or an RFP as long as long as the language is correct and everyone understands that whoever was entering the City is operating under the same rules and regulations that they hold to currently. They don't believe utilizing MTDB offers an advantage for Coronado. Local control is always best.

Mayor Smisek asked if Ms. Reynolds thinks 53 permits are too many. Ms. Reynolds thinks that 53 are way too many; 32 would be a maximum, because the City is entering a slower period. The summer months in Coronado are slower and there are no cab stands. Her tremendous concern is that whenever a door is opened to something it has to be able to be monitored. If it can't be monitored, then there is a problem.

Taxi Driver, Gavril Met, explained that this is his first time at a City Council meeting. In his opinion, a taxi cab driver plays a role in building a city. Without taxis a city is dead. In San Diego there are many taxis and a lot of competition. In Coronado drivers are not allowed to pick up people even when people flag them down. There is a shortage of taxis in Coronado. He will be ready and happy to help if he is allowed and added that there should be a random drawing.

Moses Windmarium, Transit President, explained that in October he requested 20 taxicab permits in the City of Coronado when Diane Shea was the City Clerk. His company is requesting 22 out of the 28 available permits. He read a statement that said his taxicab company uses experienced drivers, is the only company that is powered by clean natural gas vehicles, and will provide two ADA vehicles. Two months ago there was a workshop about the cost of permits. \$1,500 per driver is way too high. No company can afford even \$1,000. He would support a first come, first serve process or an RFP.

Michelle Anderson, Weston Cab's General Manager, said he would encourage the City to go with an RFP because the City could pick its partner and then determine how many permits it needs to service the community. The City can pick its partner based on things like radio service, radio dispatch, response time, insurance, handicap accessible taxis, etc. If there are any problems, the City knows who to call.

Russell Ward commented that an RFP process is a good idea for the same reasons just mentioned. It would give the Council the ability to look at who is coming into the community. The process should exclude existing companies and only be to apportion the additional permits. There need to be some precautions so that an existing company can't be replaced with a new company. There needs to be some security for a company doing business here. The other issue is the increased cost to administer the program of about \$2,000 to \$3,000 per cab in enforcement and regulation of the permits.

Mayor Smisek thanked everyone for their testimony. He cautioned Council that there was no notice to allow the Council discuss funding; the discussion should stay on track regarding establishing a method for issuing paratransit vehicle permits when demand exceeds availability. The recommended procedure has been to go with a random drawing. The current method is first come, first served. There have been some alternatives proposed about going to MTS or going to an RFP. The City's system has worked well over the years, but he doesn't have any problem with going to a random drawing if that is supported by the general opinion. He thinks the City may have to look at, in the future, the number of permits the City is issuing, but that is a separate discussion. Cost analysis is another separate discussion. He doesn't understand why it would cost more to have a random drawing than the first come, first served process. He doesn't like the idea of going with an RFP, especially if it is to select one provider versus the competition of several providers. That drowns out the single operator and the small company. He said he isn't sure he likes the idea of using an RFP for just the extra permits over 28, if they were only going to go to one other provider. His feeling is not to fix something that isn't broken.

Councilmember Tierney likes the idea of going out with a RFP. It allows the City to set standards. Many of the little guys have a level of service that is not up to fleet standards. He likes the idea that the City would have maybe two or three people who would be picked from the RFP for the total. For the additional amount, the 28, he has no problem with having one or two companies divide them up. This gives the City some control as to getting the vehicles to operate within the parameters that it wants. A random selection means that there is a whole bunch of people with various conditions of vehicles and it is not known as to whether or not they are following all the requirements that are needed for engine capabilities, for insurance, etc. He doesn't really like the adage, "If it is not broken, don't fix it." If it can be improved then it should be.

Councilmember Tanaka stated his concerns. It is clear that the main issue being discussed is the 28 permits and whether they are going to be given out randomly, or via first come, first served. He doesn't have a problem giving with a random selection. What just occurred to him was that the City is only using 25 of 53. He feels that the 53 permits allowed by the Ordinance are too many. He wanted to make it clear that Coronado is different than San Diego and Coronado's cab needs are different. It is has been his understanding that when people in Coronado need a cab they call for one to be dispatched. He would not be interested in seeing a bunch of cabs around this town. There is a traffic problem and Orange Avenue has only so much capacity. Mr. Tanaka said

he is not interested in changing the system or in opening up a Pandora's Box in other ways. He is more comfortable with giving out 28 permits by random than by first come, first served, but the real issue is whether the City is comfortable with issuing 28 more permits. He doesn't feel that the staff report addresses this issue. The real issue is that only 25 permits are currently being used and 28 are outstanding and he thinks it could be a potential problem if 28 more permits are issued. He likes the idea that Council should set the number of permits. Council might be able to do a better job in this case than the formula. He is sensitive that this could put a lot of the burden on the Police Department. This needs more study. He would be more comfortable taking no action than doing anything that might disperse 28 permits.

Councilmember Downey echoed Mr. Tanaka's sentiments. She said she is a regular cab user because she goes to the airport several times a month, and she has not had a problem getting a cab. The question is if there is a need for more. One of the things that she has recently become aware of is that it is very difficult to get a cab if one is disabled. She doesn't know if that is typical of Coronado or just in general, but in terms of the RFP, she would encourage holding out because there might be some need that the City hasn't identified for the cabs before. Or maybe those needs are being met and that is why the City hasn't heard complaints. She doesn't know enough about it. She doesn't care how they are dispersed as long as it is the right amount. She asked if there was any particular reason there needed to be a vote at the current hearing and why it can't be sent back for more information.

Councilmember Monroe said he is really a strong supporter of the idea of an RFP. He likes the phrase he heard that the City can pick its partner. What Chief Hutton said about being able to call the cab companies and having them help the City is really important. It is also important to him that drivers of a fleet who service Coronado really get to know Coronado. The idea that the City can set criteria appeals to him, although he is not sure what the criteria might be. If an RFP is done, the City can require dispatch, which he thinks is important. The idea to have 2 ADA cabs in a fleet of 20 might be important to the City. The subjects of insurance, 24-hour service, the changing situation with the Third Street gate to North Island would all be on the table. There may be another opportunity for cabs to sit at a taxi stand and get very good fares. His recommendation would be the alternative of an RFP to really establish the criteria the City wants. The City could get some help from MTS on how they establish criteria.

Mayor Smisek said he hears consensus to continue the item. He thinks everyone needs to be educated a little bit more on the criteria that are currently in force when someone gets a permit. He thinks there are a lot of assumptions that there aren't any and that isn't the case. The City Council needs to be educated if it is going to be able to make a decision about how many permits will be out there and what criteria should be used.

**Council consensus was to continue this item.**

**11e. Consideration of City Council Meeting Schedule for July and August, 2005.**

Mayor Smisek explained that the City Council historically, during the summer months, cancels two of its meetings – one in July and one in August. He added that, if the second meeting in August is cancelled, there will be five weeks between the August 2<sup>nd</sup> and September 6th meetings.

Councilmember Downey commented that, because she is on the committee that plans the Glorietta Bay ceremonies, it would almost make sense to her to cancel the first meetings in July and August because there would not be the five week problem in August, and it would give staff some additional time during that first week in July to make the move to the new City Hall.

Mayor Smisek explained that the first meeting in July is sacrosanct to deal with and issues that might carry over from budgetary hearings at the end of May.

Councilmember Tanaka proposed canceling the meetings of July 19 and August 16.

**Council consensus was to cancel the City Council meetings on July 19 and August 16.**

**11f. Authorize the City Manager to Negotiate a Final Purchase Price for Fitness Center Equipment and Authorize Additional Appropriation of \$73,000.** City Manager Mark Ochenduszkowski commented that staff is seeking the authorization of an appropriation of \$73,500 for the purchase of fitness equipment for the new Community Center. Staff is still analyzing what equipment to purchase and will stay within that appropriation limit. **Under Consent, the City Council approved the purchase of TechnoGym fitness equipment, authorized the City Manager to negotiate a final purchase price not to exceed \$73,000 and authorized an additional General Fund appropriation of \$73,500 to the Recreation Department budget, account number 100515-9045.**

**11g. Prioritization of the Elements of the SR75-282 Congestion Relief and Corridor Enhancement Project.**

Councilmember Tierney asked if Council could vote on these items individually rather than as a whole item. The other members of the Council were in agreement.

Ed Walton, Principal Engineer in the Engineering Department, summarized the staff report. He said the Council accepted the Purpose and Needs Statement for the project in March of this year. The Purpose and Needs Statement is a building block for any future analysis for the projects that are proposed. They also authorized a contract with RBF Consulting to initiate the Initial Study, environmental assessment and Project Report. This is the preliminary engineering where the consultants actually start to lay pencil to paper. At that Council meeting there was a request to find out ways to expedite some of the work because it has drawn on for quite a while now. One of the things staff is looking at, in an effort to expedite, is breaking out certain elements of this project. There are four basic elements in this: landscaping, bulb-outs, traffic signals and traffic metering. Because of their independent ness, it may be possible to separate those and attack them as separate individual projects going through the whole CEQA and NEPA process. Staff can see time savings coming during the environmental analysis because there can be a lesser document time.

Mr. Walton explained that the bulb-outs would be the easiest to clear environmentally. He doesn't believe there would be much controversy surrounding them. Staff would like to know exactly where Council would like these. There could be a minimum of bulb-outs at the signalized

intersections or at every intersection along Third and Fourth Street to calm traffic. This would probably require a Mitigated Negative Declaration and a Finding of No Significant Impact on the NEPA end.

The second project would be the traffic metering. It would be somewhat more controversial. Caltrans would certainly be reviewing this from a technical standpoint. They are real concerned about any traffic backups that a metering project may involve. He thinks there will be some commuters who are interested in that. He is not sure what document would clear that, whether it would be a Mitigated Negative Declaration or a Finding of No Significant Impact. It may require an EIR.

The third and probably most controversial will be the traffic signals. Traffic signals are proposed at Third and Fourth at B, Third and Fourth at F, and Fourth at Alameda. These signals could significantly alter the traffic patterns in Coronado. Staff feels a full EIR would be required. The normal process for clearing a project such as this is to do the whole project. Then if there is a desire to phase it that would be done once the entire project is clear. Staff will work with Caltrans to see if separate portions can be worked on separately. It may be possible because they are so independent of each other. The City would still have to clear the whole projects themselves.

Staff is also seeking guidance on the landscaping because it is somewhat undefined. The only definition is "at the metering area." Those basic concepts can be applied to some landscaping around the toll plaza and this could advance as much as Council wants it. If Council desires, it could even consider taking down the toll plaza itself as part of the project. For landscaping along the Third and Fourth Corridor, there is a Street Tree Master Plan that is in process. Staff could apply elements of that to enhance the parkway. Staff can also consider landscaping the bulb-outs themselves. Mr. Walton reminded the Council that when it recently approved the Major Traffic Study the signals at B and F were part of included in the study, as well as the Fourth and Alameda area.

Councilmember Monroe asked if, under landscaping, staff is including the tree plantings that were discussed for both sides of the street to see if a tree arbor/umbrella could be created. Mr. Monroe feels that trees were not undefined in the recommendations that came forward all along. Trees were to be planted on both sides to see if they could cross over and create a beautiful tunnel that slows down traffic.

Mr. Walton explained that could certainly be considered as part of the landscaping on the corridor. It was somewhat undefined. He added that staff was looking for input as to species, the locations, whether they are to go in bulb-outs or just in the parkway. There has been no definite, "this is exactly what we want to do." That is part of the environmental process – defining what goes where and if it will work.

Dick Scharff, 1310 Fourth Street, feels that the City is making progress. For four years they have been working on these issues and it has evolved to this point. There is an opportunity for change in the traffic situation here. Now it is at the point where the Congestion Relief recommendations are before Council for some prioritization. He urged the Council not to prioritize just to avoid opportunity and controversy. He said that certainly traffic calming is necessary throughout the community. He said whatever happens in the long term, if you slow traffic down it wants to move

someplace else. However the safety of the entire community is at stake, not just the school children. However this is an opportunity to take charge of the entire issue of the separation of the community by that corridor of traffic. He is encouraged by the establishment of bulb-outs. Anything that is done is further ahead than we were before, but at the same time, just putting elements in detracts from the entire package, which has strategies that have been proven to be effective in concert with each other. He urged the Council to consider that. He said he believes the Council would make decisions based on the long term interests of the community.

Mayor Smisek explained that one of the points the City is trying to resolve at this point is whether they desire to advance construction of any of the key elements of the project prior to full environmental clearance of the entire project. There are things that are going to be easier and not as controversial that the City could get started with right now, and there would be the other issues to be addressed when going through the environmental studies.

Mr. Scharff endorses that and said he understands. He would like to see Council not discard portions over the long term, and to have a strategy to move towards a complete solution. The issues need to be addressed whether they are controversial or not. Coronado is not unfamiliar with controversy.

Councilmember Tanaka said he appreciates Mr. Scharff's points but he disagrees a little bit. He strongly supports recommendations 1 and 2 and Council should do whatever it can to start moving bulb-outs and landscaping along as well as traffic metering. He no longer wishes to support, in any way, having lights at B and Third and Fourth, and F at Third and Fourth. He thinks they are going to create new problems the way the diverters did. He could go along with this to continue the environmental study in case a future Council wants to go ahead and adopt that. He has always supported the environmental only on those grounds. It may not be him deciding that issue. He does not want a future Council to not have that in their arsenal. He thinks the longer the City says to go ahead and study it – he just wants to be on the record as not supporting those lights. He would favor getting rid of that option and not pursuing it, but he will strongly be supporting 1 and 2. In response to what staff said, he thinks he wants to make it clear that when he thinks of landscaping he is thinking of canopy trees along Third and Fourth Streets to create the tunnel effect Mr. Monroe described. He imagines all of Council could support that. He certainly supports bulb-outs and thinks there still needs to be discussion about where they should go. Since traffic is something the City has a hard time working on, he would be willing to commit to more bulb-outs rather than fewer, if Council thought that might help the neighborhood. At the toll plaza, if Council wants to support ramp metering, the toll plaza needs to stay where it is and the landscaping for the toll plaza area needs to be delayed until the City has a better idea of where the tunnel is going, etc. Therefore, landscaping and bulb-outs, principally along the couplet from B Avenue on would be things that could be started now. He is in favor of the traffic signal at Alameda and Fourth.

Councilmember Tierney agrees with Mr. Tanaka. He also supports the idea of 1 and 2 for the very same reason that the plaza should stay in place until more details are figured out. He will not be supporting the traffic signals at the intersection of B Avenue with Third and Fourth Streets, F Avenue with Third and Fourth Streets. That is because putting traffic lights in those places will mean that the traffic will come to a stop. That means a lot of noise, more pollution and it will create even more trouble for the residents in those areas. He knows the intentions are good, but he

disagrees with the people who put this together. The people who live adjacent to where these street lights are supposed to be put are opposed to them deeply. He was initially opposed to a light at Alameda at Fourth, but he supports it now for the same reasons as Mr. Tanaka. Signals there can be very effective because the flag man can step in there and overtake the signaling system if there is a problem with traffic backing up on Alameda or Third and Fourth. He assumes that the traffic light that would go in to Alameda Boulevard would be programmed to enhance the movement of traffic, unlike the lights that are on Orange and down on the Strand that Caltrans has given the City.

Councilmember Monroe reminded everyone where this all started. It was the Third and Fourth group who put these recommendations together. Some of those people are included in the group Mr. Tierney says who live adjacent to the proposed lights are deeply opposed. It is probably controversial; there are probably some people on both sides of that issue. One of the premises made was that the City can't control traffic volume, but it can be calmed. The Council picked up that theme and decided to use it as a strategy. Traffic metering coming down the Bridge is one thing that is discussed. He thinks the City really needs to fight Caltrans on this. There are two miles of reservoir where people can back up and the idea that some kind of metering would back up the traffic all the way over to I-5 doesn't pass the logic test for him. If the City doesn't do metering he would be in favor of just putting a stop sign at the toll plaza. That is essentially what a red light is. The idea is to stop cars from launching themselves at 50 miles an hour onto Third Street. In conjunction with that, the City is working on a 25 mph speed limit which is now on the horizon. It wasn't an option when the City started talking about traffic lights. Maybe that in itself will help and lead to a real calming of the traffic. He would also like to have the City look at F. That is in conjunction with the "Safe Walk to School Program". Crossing Third and Fourth at F is tough. At a minimum the City should think about pedestrian activated lights that may only be activated at certain times of day. He appreciates that Mr. Tanaka said he would allow the study to go forward even though he is opposed. Mr. Monroe said strongly supports traffic metering at the bridge and landscaping if that can get started.

Mayor Smisek thinks that some of the options are no brainers – the bulb outs, landscaping, etc. Traffic metering, the way he sees it, would be done at key times and the pace can be set to control how quickly people go through and how many cars are allowed through at one time. He thinks it should be tried to see how it works out. As long as the cars don't back up onto I-5 Caltrans should be happy with that. The City will likely hear mainly from its own citizens. The key time for ramp metering would probably be in the afternoon. As far as the traffic signals, he knows they are part of the Master Plan, but thinks it is an issue that is going to require environmental study and is going to require some more input from the public to see what they want to do on those.

Mayor Smisek disclosed that for discussions of the light at Alameda and Fourth, he would need to step down because he owns property within 500'.

Mayor Smisek commented that he had heard consensus on the first two recommendations.

**MSUC (Downey/Tanaka) moved that the City Council approve continued work on bulbouts and landscaping along the SR75/282 corridor**

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

**NAYS: None**  
**ABSENT: None**

**MSC (Tanaka/Downey) moved that the City Council approve continued work on traffic metering and landscaping around the toll plaza**

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

Mayor Smisek recused himself from voting on the third item and left the Council Chambers.

**MSUC (Downey/Monroe) moved that the City Council approve continued work on the traffic signal at Alameda Boulevard and Fourth Street**

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

Mayor Smisek returned to the Council Chambers.

Mayor Smisek observed that the question is whether the City Council wants to proceed with the full EIR, or whatever amount of EIR/EIS that is required to further evaluate the traffic signals. Whether to go forward with signals would require further investigation either during the EIR process or after the process is complete.

Mr. Tierney agreed that there should be a full EIR because of pollution, noise, etc., and people looking at the value of their properties. He would also like to have the residents in those areas notified of exactly what is going in. He would like to amplify the normal 300' radius to 500' around the affected area, or roughly one block.

Mr. Monroe wondered if the City Manager might share with Council what he sees as a timeframe for instituting the maximum speed limit of 25 mph for Third and Fourth Street. It is his feeling that is going to make a big difference. There will be a slower speed limit than what is there today where 50% of the cars exceed the speed limit. The City will be able to enforce the speed limit with radar. He sees a real potential for some change in the traffic in that area. The City may not need to do an expensive EIR if the 25 mph time is coming soon. The City might want to evaluate the effects of that before it continues with the two lights. He added, though, that the City could check with the School District during the same time about the F Avenue lights to see what their feelings are.

City Manager Mark Ochendusko announced that staff did proceed to seek legislation to get the 25 mph for 3<sup>rd</sup> and 4<sup>th</sup> Streets as directed by the Council. A spot bill was developed by Assembly member Vargas. In discussions with Caltrans District 11 to seek their support, knowing that would be required to get the legislation, the discussions led to a careful examination of vehicle codes which provided the City the opportunity to modify speed limits based on existing and out of the ordinary sorts of specific conditions that existed on these streets. There are certain criteria that

have to be met. It is apparent that the criteria are met. Caltrans has advised that they can, following those code provisions, implement a 25 mph speed limit. That process is now in the development of a traffic engineering report. The engineering report is expected to be completed within the next couple of months. The City is working with Caltrans to have that completed. Once it is completed the City will be able to install the 25 mph and begin enforcement. The process for enforcement will first be notification and warning so that all who use the traffic corridor are made aware, and then follow with citations thereafter. It is hoped that signs will be up and ready to go within the next three months.

Mr. Tanaka said he wants to make it clear that he will not support an EIR for lights at B and F and Third and Fourth because he will not vote to waste the City's money on that. He thinks it is the wrong decision. To a limited extent he would be willing to continue down the path the City has gone in terms of the relationship that exists with the consultant. The City needs to prioritize the items that everyone agrees on to get those moving. He wants to start showing progress on these items.

Ms. Downey said she will support voting for lights at F and B. Her only concern is that everyone supports the light at Alameda. If the EIR is going to be done on the lights at F and B, it is going to be interesting to argue that an EIR was not needed for the light at Alameda. She thinks this is setting the City up for an issue. She doesn't think that staff has provided a total analysis on the environmental needs. She thinks the motion should read that the City Council directs staff to figure out how to environmentally make those lights happen. She thinks making a differentiation at this point sets the City up.

Mr. Walton commented that the current tasks staff has are the Initial Study, the environmental assessment that will give Council the information on whether they want to proceed with the environmental impact report. The current task is to get that information. Staff does not have authorization to move forward with the EIR yet.

Mayor Smisek said he is not ready to vote on whether the City should have those lights at this point. He would like to keep the process going. Maybe the best way to do this is to proceed with items 1 and 2 and the light at Alameda and Fourth as was just voted on, and let staff come back to Council to report on the extent of what it would take environmentally to get the other lights done, such as with a focused EIR or whatever is necessary.

**MSUC (Smisek/Tierney) moved that the City Council direct staff to come back to Council with direction as to the environmental process necessary to proceed with traffic signals at the intersections of B Avenue at Third and Fourth Streets and F Avenue at Third and Fourth Streets**

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

**12. CITY ATTORNEY: None.**

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

The City Council Recessed into Closed Session at 6:17 p.m.

**14. CLOSED SESSION:**

**14a. CLOSED SESSION: CONFERENCE WITH LABOR NEGOTIATORS**

**AUTHORITY:** Gov. Code §54957.6

**CITY NEGOTIATORS:** Mark Ochendusko, City Manager; Pam Willis, Assistant City Manager; Leslie Suelter, Director of Administrative Services

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

**14b. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**

**AUTHORITY:** Subdivision (a) of Section 54956.9 of the Government Code

**NAME OF CASE:** Citizens for Preservation of Coronado Beach v. City of Coronado

San Diego Superior Court Case No. GIC 845202

**14c. CLOSED SESSION: CONFERENCE WITH CITY'S DESIGNATED NEGOTIATOR**

**AUTHORITY:** Gov. Code §54957.6

**CITY NEGOTIATOR:** Mark Ochendusko

**EMPLOYEE ORGANIZATION:** Executive Positions

**14d. CLOSED SESSION: PUBLIC EMPLOYEE PERFORMANCE EVALUATION**

**AUTHORITY:** Gov. Code §54957

**TITLE:** City Manager

The City Council adjourned the closed session at 7:21p.m. and reconvened the regular meeting. Mayor Smisek announced that directions were given to the City's negotiators.

**15. ADJOURNMENT: The meeting was adjourned at 7:22 p.m.**

Approved:

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Tom Smisek  
Chair

Attest:

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Linda K. Hascup  
City Clerk