

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE MINUTES

Thursday, August 24, 2006

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, August 24, 2006, at 2:00 p.m. in the Council Chambers. Present were Scott Huth, Paul Crook and Ed Walton. Ann McCaull represented Tony Peña and Rick Sitta represented Kim Raddatz.

1. Minutes of the July 27, 2006 Meeting – Mr. Crook moved to approve the minutes and Mr. Walton seconded the motion. The motion passed with Mr. Sitta and Ms. McCaull abstaining.

2. Oral Communications – Joe Fallon, 711 Fifth Street, just moved to a new home across from the middle school and he's noticed how much traffic flows up and down Fifth Street. It's mainly base traffic. It starts early and he can live with that, but during the time kids are going to school there's a lot of traffic and a lot of it doesn't stop at the stop signs. They don't let the children cross when they're at the crosswalks and there's traffic definitely going over 25 miles per hour. He thinks there's a problem there that's going to end up as an accident with a child if something isn't done about it. He recommends something like speed bumps or a sign that would prohibit left-hand turns in the morning and in the evening coming off the base. In the afternoons they start at about 2:00 when the children start getting out of school. A number of times last year in the third grade his daughter wanted to walk herself to school and she would stand and wait to cross at the crosswalk and she would have to go out and stop cars herself. He thinks this should be addressed.

Mr. Huth said that several items related to this issue have come before the T.O.C. and have gone to Council. He requested that Mr. Fallon leave his contact information and some of the past items and decisions that might give him some indication of what's taken place on some of those issues could be given to him.

Mr. Walton noted that the Navy is building a Third Street Gate that will hopefully eliminate some of the early morning traffic. Mr. Fallon said he thinks most of the traffic is coming up the Strand and instead of going down to Third the cars are taking a left at Fifth to Alameda. It starts at about 4:30 and is constant.

3. Recommendation Regarding the Request to Accommodate Valet Parking for Miguel's Restaurant Expansion at 1142 Adella Avenue – Mr. Johnson said that the property at 1142 Adella Avenue was previously the Ye Olde Flower Shoppe which has vacated the location. The Brigantine Restaurant Corporation has leased the property and plans to make it a restaurant-style banquet room. This changes the use from a retail establishment to a restaurant. As a result, there are different parking requirements. There is no room to accommodate additional parking at this location so the tenant has made arrangements with the Coronado Beach Resort across the street to allow parking directly across the street in their underground parking garage. The Brigantine is proposing that

they be allowed to operate a valet parking service for their patrons. This would be accommodated by the existing 44' white passenger-loading zone that is currently in front of the entrance to the El Cordova Hotel. The City has allowed this type of operation at Chez Loma Restaurant, 1132 Loma. The Engineering Department required an encroachment permit for that permit because there needed to be additional signage to allow customers to know of the service and this is usually placed in the public right-of-way.

The reason this has come before the T.O.C. is to assess the safety issues concerning the operation of this valet parking. Staff has taken a look at the location and, as conditions of approval, identified some conditions they'd like to see on the encroachment permit. The first is that the valets do not perform U-turns in Adella because the loading zone is somewhat west of the driveway entrance to the Coronado Beach Resort. A driver would tend to want to make a U-turn in the middle of Adella to get back to the parking garage, but some experimentation there has shown it to be a very tight U-turn and would probably cause a lot of traffic congestion. Staff recommends that the valets circle the block up to B and then back down Ynez and then westbound on to Adella to access the Beach Resort's parking garage. The second condition would be that there be no standing or stopping of vehicles outside of the loading zone, blocking westbound access to Adella Avenue. Lastly, the valet service should have enough personnel on hand to accommodate the number of vehicles that are staging themselves to be parked.

The Coronado Beach Resort has an 80-space parking lot with a zoning requirement for 37 spaces, leaving 43 surplus spaces. They are going to allow the Brigantine Restaurant Corp. to have 10 of those excess 43 spaces specifically for their valet operations. This has already been worked out between the Beach Resort and the Brigantine Corp.

Mr. Johnson said that the Engineering Department's recommendation is to allow this valet parking operation with the conditions of approval on the encroachment permit.

Mr. Huth asked if the valet parking would be only during special events and Mr. Johnson said that the way he understands it, this is a banquet facility and not a full-time restaurant per se with regular hours of operation. He believes it will typically be in the evenings or late afternoons.

Mr. Huth then wondered if staff had contacted the El Cordova Hotel and Mr. Johnson said that will have to be worked out between the hotel and the restaurant. The passenger loading zone was put in to accommodate the loading and unloading of hotel guests, but the landowner owns the hotel and the facilities that the Brigantine leases, so he would imagine there is an agreement between them regarding this valet service. Mr. Huth said that he recalled the hotel coming to the City several times trying to regulate the loading zone more because they want to be able to get their guests in and out.

Mike Morton, 3525 Dudley Street, San Diego, representing Miguel's Restaurant, said that everything Mr. Johnson reviewed is correct and the restaurant is perfectly agreeable to the conditions – no U-turns, no stopping outside the valet area and adequate valet staff. He said he has worked with the landlord, the El Cordova Hotel, and they are in agreement that this would be a positive thing for the restaurant. The hotel requested that Miguel's speak with Chief Crook this week to be as expedient as they can in getting the cars in and out.

Mr. Walton asked about the frequency and hours of the banquet facility. Mr. Morton can't say the frequency, but hopefully often, and said it would be primarily evening hours and on somewhat of a frequent occasion they'll do lunches, but primarily evenings.

Ms. McCaull questioned how many employees will be needed to accommodate the valet service and Mr. Morton responded, two. Ms. McCaull asked if there would be signage directing customers around the block if someone arrives and both valets are gone and Mr. Morton said that probably one person would be left there. At their Del Mar operation they can stack 110 cars in the lot and they normally operate with two, sometimes three, valets. Here they have 10 spaces and they've said they can probably stack twelve to thirteen cars, so it's a pretty small deal. He anticipates there'd be one valet there at all times while the other person is delivering or retrieving cars. Ms. McCaull asked if this would be only for the banquet facilities, not the existing restaurant and Mr. Morton responded that was correct. They are not required to do this for their existing restaurant; they're looking at options. They'd love to have valet parking on a full-time basis; it would be beneficial for them and the City, but that's something they're not approaching at this point.

Mr. Huth asked if this would be approved for special events or could the restaurant use it however? Mr. Morton said their request would be that it be available to use at any time. That's their lease with the Coronado Beach Resort.

Mr. Walton said that if the restaurant becomes a regular operation the City would want to define the hours. Mr. Huth wants to verify that there's buy-in from the hotel because the hotel has come to City about wanting to keep that space open. If the hotel is on board and it works for everyone it sounds like a positive thing. Mr. Morton replied that if they could ever get more space for phase two they could get more cars off the street which would benefit the City.

Mr. Huth suggested that people could be directed to pull right in because it's right across the street, as long as they didn't have to make a U-turn. He's concerned that, unlike Del Mar, Miguel's will be stacking in the street. If cars all show up around the same time there could be two or three cars stacked and that is problematic for that one little section. Mr. Morton said the operation would be staffed adequately to ensure that they don't have that problem.

Mr. Crook said he looked at the area and doesn't think he'd be too concerned about the size of the parking area they have for the ten spaces they're going to have available; if it was a higher number he would be concerned that they'd be stacking up, but he thinks they can make do with the two valets. His biggest concern is safety and that has already been addressed. The valets need to be cautious when they cross the street to get the cars. They're in just as much danger as people making U-turns.

Mr. Crook made a motion to support the staff recommendation to allow Miguel's to operate valet parking using the existing 44' white passenger-loading zone provided they obtain an encroachment permit from the Engineering and Project Development Department. Mr. Walton seconded the motion and it passed unanimously.

Mr. Walton told Mr. Morton that the City has the information to process the encroachment permit and it will go to the City Council for final approval.

The meeting adjourned at 2:20 p.m.