

CITY OF CORONADO

TRAFFIC OPERATIONS COMMITTEE MINUTES

Thursday, May 26, 2005

The regular meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, May 26, 2005, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Scott Huth, Ed Walton, Tony Peña, Kim Raddatz and Paul Crook. Also present were Dave Johnson, Assistant Engineer and Laszlo Waczek, Patrol Sergeant.

1. Minutes of the April 28, 2005 Meeting – The minutes were unanimously approved as written.

2. Oral Communications – None.

3. Recommendation Regarding the Request to Install a Handicap Blue Curb Zone in Front of the Residence at 1427 Sixth Street – Mr. Peña moved to accept the staff recommendation to install a blue curb zone at this address, Mr. Crook seconded it and it passed unanimously.

4. Recommendation Regarding the Request for a Yellow Curb Zone in Front of the Multi-Use Development at 120-140 C Avenue – Mr. Johnson said that in February the Traffic Operations Committee (T.O.C.) heard a request for a loading zone on C Avenue from the developers of the City Views project. Staff's recommendation was to place the loading zone on C Avenue. The developer for the adjacent Regatta Bay project was invited to that meeting for discussion and because the zone was proposed on First, it still left Regatta Bay with a need for a loading zone. Regatta Bay is a multi-use development which will have needs similar to those of City Views. The difference is that Regatta Bay will have loading and unloading possible in the alley behind their development. They have expressed an interest in having a loading zone on C Avenue because the alley will become busy with the new Boney's market and another multi-use development on Orange. Staff feels that a 30' yellow loading zone on C Avenue is reasonable.

Mr. Huth recalled that the T.O.C. had briefly discussed the concept of consolidating these loading zones back from Albertson's dock and Mr. Johnson said that staff had not contacted Albertson's with that option mainly because Albertson's has not contacted the City with concerns about their loading dock. Mr. Huth wondered if we could end up with a phenomenon that could be counterproductive to the request and have trucks servicing Albertson's parking at this proposed loading zone.

Pete Cottam, representing Regatta Bay and its owners, believes that when unloading trucks, people like to be on the same side of the street as where they're unloading. Albertson's trucks double park. He realizes his project has a loading zone in the alley, but there are perpendicular parking spaces there and cars will block any loading activities. The owners are in favor of having a yellow zone in front of the development.

Mr. Walton asked what kind of commercial activity would be in the building and Mr. Cottam said doctors, lawyers and a construction company have shown interest – all

high-end type developments. There is space for eight businesses. Mr. Walton questioned the need for a loading zone here and Mr. Cottam said uses would be for UPS, FedEx and residents moving things in and out. There's no other loading zone nearby besides the one in the alley. Mr. Walton said he thought residents could get temporary signs for moving in and moving out activities. Mr. Cottam asked where other loading zones are located in Coronado and Mr. Walton said primarily in the commercial district. Mr. Cottam noted that parking is an issue in Coronado and there will be new commercial activity at this development.

Mr. Peña moved to accept the staff recommendation to install a 30' yellow loading zone at this location and Mr. Raddatz seconded it. It passed unanimously.

5. Recommendation Regarding a Concept to Modify the Existing Curb Lines and Install Angle Parking at the Intersection of Ynez Place and A Avenue – Mr. Johnson said that 1401 Ynez Place, formerly Trant Manor, is undergoing a renovation. In February the T.O.C. heard a request to install a stop sign at this intersection and it was approved.

Today's request asks for approval of a conceptual curb line realignment and angle parking layout at the intersection of Ynez Place and A Avenue. This intersection has large radii, creating quite a large area for drivers to negotiate. The proposed realignment would reduce the amount of pavement in the intersection by conforming to the standard street width. The developer is also proposing some green space which will enhance the aesthetics. They also propose to install angle parking which is desirable at this location. Based on traffic counts, the average daily traffic is below the angle parking warrant threshold for volume. This concept does not mix angle with parallel parking which is contrary to the warrant. It will increase safety for pedestrians crossing A Avenue.

Mr. Huth asked if there was parallel parking on the other side of the street and Mr. Johnson responded that there is. Mr. Huth then wondered if there would be enough room to have angle parking on the other side and Mr. Johnson said no, the warrant says a 60'-wide street is required for angle parking on both sides.

Chris Ackerman, 756 C Avenue, Suite A, is the project architect. He thinks this concept is a win-win situation for everyone. It is safer and aesthetically pleasing. The additional curb length gained by pulling the curbs out may gain additional on-street parking.

Mr. Walton had a concern with having a bi-directional one-way ramp to the garage. Mr. Ackerman said this is not completely worked out, but it is being done in other places. There are a number of ways this can be done, such as a lift-up barrier or signaling. They are trying to make this a distinct intersection; now it's a mass of asphalt.

J.R. Sweet, 1412 Tenth Street, said he has lived for 38 years just north of there and he has yet to see an accident or a pedestrian threat. People tend to slow down in this intersection. He thought the concept here would be more like the parking on Isabella with a small island. With the post office, his tenants, offices and the apartments across the street, as well as overflow from the Hotel Del, El Cordova and Brigantine, parking is a nightmare. People are parking a block away. He is worried about losing parking spaces and thinks there will be a net loss of five spaces minimum. This intersection is a monster space and it's wasted space. He thinks it's 86' wide. There's an abandoned driveway that is used for two parking spaces. Three spaces will be lost for a driveway and two will be lost at the other end.

Mr. Johnson said that the difference between this area and Isabella is that Isabella is wider. He thinks that before the median was put in it was 90' wide. Here there's a point where you lose a sufficient amount of street width to implement that.

Mr. Ackerman reiterated that this project will not result in a net loss of spaces. The developers are trying to gain spaces. They will be adding 17-18 spaces underground and have abandoned all the grandfathered spaces the property already has. They're increasing the lineal length of the curb space so that is why they're hoping to get more parking than exists now. Mr. Johnson said he agreed and saw no net loss of parking.

Mr. Peña noted that this is not a situation where we're trying to solve a serious problem, but an opportunity to enhance the area and improve safety. Mr. Walton observed that this is not a City project; it's a private developer's proposal that the T.O.C. is reviewing to see how the proposed changes would affect traffic and traffic safety.

Mr. Raddatz moved the staff recommendation to approve the concept. Mr. Walton suggested amending the motion so that once the concept is approved, it is delegated to Community Development, routed through other City departments, forwarded to the City Council and not brought back to the T.O.C. Mr. Crook seconded the motion with its amendment and it passed unanimously.

The meeting adjourned at 2:44 p.m.