

**CITY OF CORONADO
SPECIAL MEETING OF THE
TRAFFIC OPERATIONS COMMITTEE
MINUTES
Thursday, November 18, 2004**

A special meeting of the Traffic Operations Committee (T.O.C.) was held on Thursday, November 18, 2004, at 2:00 p.m. in the Police Facility Emergency Operations Center. Present were Robert Hutton, Ed Walton, Tony Peña and Kim Raddatz. Scott Huth was absent. Also present were Dave Johnson, Assistant Engineer and Sgt. Laszlo Waczek.

1. Minutes of the September 23, 2004 Meeting – The minutes were unanimously approved as written.
2. Oral Communications – None.
3. Recommendation Regarding a Request to Convert the Existing Passenger Loading Zone in Front of the Village Theater, 820 Orange Avenue, to a Commercial Loading Zone – Mr. Johnson summed up the report and said that Mr. Vic Todaro, the owner of Coronado Floor and Window, 824 Orange Avenue, requested that the existing white curb passenger loading zone in front of the Village Theater be converted to a yellow curb commercial loading zone. This was visited by the T.O.C. about a year and a half ago and no change was made at that time. There are several businesses in the area with frequent turnover – for example, the UPS Store, a drycleaner’s and Mr. Todaro’s business. Mr. Todaro says that the white zone is used by UPS for deliveries. Mr. Todaro receives some window covering packages that are 13' in length and difficult for him to bring in through the access tunnel in the alley entrance. Consideration was given to the potential for conflict with traffic on Orange Avenue in making the recommendation to not approve the request. The City is having ongoing conversations with the Village Theater and if it re-opens, the white curb will be needed. A commercial loading zone would not preclude passenger loading here, but would increase the time to 20 minutes. Currently, if commercial vehicles park alongside the white zone they are subject to ticketing.

Mr. Todaro spoke and said that the building is a problem. The alley is in back and the problem is that his business receives deliveries of long boxes containing window coverings and vinyl, sometimes two or three times a day. First of all, truck drivers do not want to block access to the alley. A yellow zone would help his business as well as other businesses. Yesterday he counted about 18 violations of that zone. Some of his suppliers have been ticketed. There is an adjacent red zone and that would make it easy for trucks to pull in without backing. Deliveries never take more than 10 minutes. He feels the theater may not be economically viable and may never open. Why not turn the curb into a yellow zone?; if the theater opens, turn it back to a white zone.

Kathryn Keitzer, representing the Union Bank, 800 Orange Avenue, stated that the bank has a lot of clients who are dropped off by Oakwood [Coronado Bay Club] or the Royale. The bank’s handicap space is “way in the back.” The bank calls cabs for customers and they wait by the white zone, but if, as Mr. Johnson said, a yellow zone can

be used for passenger loading as well, she does not have a problem with it. Mr. Peña observed that it could be blocked by commercial vehicles for up to 20 minutes.

Diana Yacoub, Island Cleaners, 822 Orange Avenue, thinks 20 minutes is too long; her customers take just a few minutes to go in and out. She fears potential abuse of a 20-minute yellow zone. There is a 12-minute green parking zone that was established a couple of years ago and everyone agreed this was a good idea. She's been there for about 18 years and doesn't see that there's a problem. Twenty minutes will stretch to half an hour, then an hour.

Mr. Peña said that normally when there's a convenience issue the T.O.C. likes to see unanimity on the block. Here there are mixed feelings which make it difficult. He responded to Mr. Todaro's comment on the theater by saying that the project is probably about a year behind where he thought it would be, but he does see it happening. If the curb is painted yellow, there will have to be a willingness to go back to a white zone. He would not be opposed to a yellow zone on a temporary basis.

Mr. Walton agreed with Mr. Peña on the condition that it go back to white. He then asked Mr. Todaro what kind of trucks deliver and Mr. Todaro responded FedEx, UPS and box vans, two or three times a day, throughout the day. You never know when they'll arrive. Mr. Todaro told Ms. Yacoub that if her customers get out of their cars in the white zone they are in violation of the law. Ms. Yacoub said that's not how she understood it, but Sgt. Waczek said it's true – you cannot get out of your car and leave it in a white zone. Mr. Todaro said that he took 14 pictures of violations the other day. Mr. Walton agreed that the passenger loading zone is violated all the time.

Mr. Peña asked how much time is needed for a commercial zone per day and Mr. Todaro responded maybe 15-20 minutes. Mr. Peña observed that this would not disrupt customers to the drycleaners or UPS Store.

Mr. Raddatz said he is not opposed to a yellow zone, but there are two businesses here disagreeing. If the white zone is being violated, he is willing to look at a yellow zone, but there should be a stipulation of going back to white when the theater opens.

Ms. Yacoub asked for clarification that a yellow zone can be used by non-commercial vehicles and Mr. Johnson confirmed that per the City's Municipal Code, this is permitted.

Mr. Hutton read from the Municipal Code about the different parking zones. He wondered if there isn't some way to look at a yellow zone that would be less than 20 minutes. He checked with Parking Enforcement and they confirm that there are different parking conditions in town. It also needs to be considered whether large freight is appropriate to be delivered over a commercial sidewalk area. Is it possible to do a yellow zone with lesser time, knowing it will encourage some pretty large deliveries? Mr. Peña said he would like to stay away from customizing times because it's confusing to motorists. He would support a motion to install a yellow zone with the stipulation that it be re-evaluated when the theater opens.

Mr. Hutton said it's not unusual to have yellow zones with varying times – it's done in San Diego. He thinks it would serve the businesses and prevent people from parking there meter-free; if the time isn't restricted, this issue will come back to the T.O.C. because of other concerns. He thinks it should be less than 20 minutes to allow for faster turnover. Mr. Todaro said that would work for his business, but not for the UPS Store; they're usually there 15 minutes. He thinks 10 minutes would be reasonable. Mr. Walton agreed with Mr. Peña on unanimity – delivery people are accustomed to one way. Mr. Peña also noted that over time the stenciling on the curb can be damaged. Mr.

Johnson said that a zone with specific time limits would also have to be signed to be enforceable and Mr. Peña said there are already too many signs in town.

Both Ms. Keitzer and Ms. Yacoub were concerned that 20 minutes of free parking would allow people to go shopping at Vons. Mr. Raddatz said he's hearing that the City is lenient now – what would stop anyone from parking at the yellow zone and going shopping? Mr. Hutton said he thinks there's more concern for ticketing large commercial vehicles. Mr. Todaro said if the curb were painted yellow it would conform to the needs that are there right now and wouldn't burden the police to enforce.

Mr. Raddatz feels it's a Catch-22 because we don't want the alleys blocked for emergency access. It's a situation of what is good for the business owners versus what is good for the City. He seconded Mr. Peña's motion and it passed unanimously.

Mr. Hutton said that if for any reason before the theater opens the yellow curb is not working, the merchants can come back to the T.O.C. Mr. Walton said that the business operators may have to educate their customers about the yellow zone.

4. Recommendation Regarding the Request to Install a 22' Section of Red Curb on the North Side of Eighth Street between Orange Avenue and the Orange/D Alley – Mr. Johnson said a letter from residents at 747 D Avenue was received describing a situation on Eighth Street between Orange and D Avenues. Currently, there is a red curb zone on the north side of the street that leaves 22' for a parking space. He assumes this area was painted red to facilitate large trucks turning into the alley. The letter reported seeing large vehicles having to correct their turning radii to get into the alley when a car is parked in the existing parking space. Therefore, the recommendation is to install an additional 22' of red curb on the north side of Eighth Street between Orange Avenue and the Orange/D alley.

Mr. Hutton said maybe the parking space could be flip flopped to be adjacent to Orange Avenue. This would leave room for a hard left turn. Mr. Johnson felt this could possibly work, but wants to have a look at it. Kathryn Keitzer, representing Union Bank, 800 Orange Avenue, thinks this would be OK. The bank does not depend on the parking space because they have a parking lot, but they have lost a sign and a tree due to trucks turning.

Mr. Peña moved the staff recommendation, but to hold up referring it to Council until the suggested shift of location for the parking space is evaluated. If, after evaluation, it is determined that it can be put on the corner, this could be a part of the recommendation to Council. Mr. Walton seconded the motion and it passed unanimously.

5. Recommendation Regarding the Request to Install a Blue Curb Parking Space in Front of the Residence at 1040 Pine Street – In a telephone call to the Engineering Department, the applicant withdrew her request. This item was therefore not discussed.

The meeting adjourned at 2:55 p.m.