



California

CITY OF OCEANSIDE

MINUTES OF THE

CITY COUNCIL

May 9, 2001

ADJOURNED MEETING 10:00 AM SISTER CITIES ROOM

Mayor

Terry Johnson

Deputy Mayor

Betty Harding

Councilmembers

Jack Feller
Carol McCauley
Esther Sanchez

City Clerk

Barbara Riegel Wayne

City Treasurer

Rosemary Jones

The adjourned meeting of the Oceanside City Council was called to order by Deputy Mayor Harding at 10:02 AM, for the purpose of a study session. The Pledge of Allegiance was led by Councilmember Feller.

ROLL CALL

Present were Mayor Johnson [arrived at 10:18 AM], Deputy Mayor Harding and Councilmembers Feller, McCauley and Sanchez [arrived at 10:08 AM]. Also present were Assistant City Clerk Charles Hughes, City Manager Steve Jepsen, and City Attorney Duane Bennett.

WORKSHOP ITEMS

1. **Council priorities for mitigating neighborhood traffic problems**

FRANK WATANABE, Transportation Manager, outlined the traffic-calming program for the City. This presentation will:

- Define traffic calming
- Explain the City's traffic calming philosophy
- Show how to deal with citizen and school requests
- Describe the Oceanside Neighborhood Traffic Action Program (ONTAP)
- Describe the evaluation process
- Show location of traffic calming projects
- Give examples of traffic calming devices
- Show how traffic calming works in the arterial street system

Traffic calming is a buzzword that is heard often due to increased traffic concerns. The definition of traffic calming is a management tool to resolve concerns on residential streets. After 20 years in this field, he has discovered that the key traffic-calming concern that people have is: Too many cars go too fast in front of people's houses. To help resolve this concern, staff will focus on the following objectives:

- Slow traffic
- Reduce cut-through traffic on residential streets
- Reduce the cars that do not need to be there
- Increase safety for pedestrians, bicycles and vehicles
- Reduce traffic-related noises
- Improve roadway aesthetics

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MEETING BY CITY COUNCIL

- Provide minimal improvements to resolve the issue without reconstruction or a major capital improvement project
- Gain neighborhood involvement and support, which is key

Staff came up with basic transportation philosophies. Oceanside's first philosophy is to respond to resolve the situation if there is a perceived problem. Many times the problem is not quantified from an engineering standpoint. It could be perceived from 1 car to 100 cars. Secondly, if there is a problem, staff would try to implement the least restrictive alternative and move more progressively toward the more restrictive alternative.

Traffic calming devices could also be described as tools that can be installed on the streets. Enforcement tools include a speed radar trailer, signing and striping. More restrictive devices include diverters and chokers. Further restrictive devices included building medians, raised crosswalks and traffic circles. The most restrictive devices included speed humps, one-way streets and partial closures.

Most traffic calming projects are developed through requests or concerns from citizens and neighborhoods. Staff also hears concerns from OPD (Oceanside Police Department) and the school districts. The City has a citizen request log for every request for traffic-related issues. Staff meets with OPD and the school district on issues they have. They have a set schedule to meet every other month with the Vista and Oceanside Unified School Districts. Staff recently met with OPD to discuss various traffic-related issues, including traffic calming and where additional emphasis needs to take place to coordinate traffic issues.

The ONTAP (Oceanside Neighborhood Traffic Action Program) process is for residents (without a spokesperson or forum) to go through for traffic concerns. Once staff is notified, City Engineers go to the site to verify the concern. If the issues are minor, staff will take care of it. Within a week or two with a work order, a crew will go out to assess and within a month the install is completed and a pass-through memo is sent to Council to let them know the issue was resolved. Traffic-calming issues involve more details, and residents are more involved. Sometimes the issue is not as clear as just painting a stripe or putting up a sign. The ONTAP process was developed 2 years ago. The project manager assigned to this program is John Amberson. He works with the communities to resolve those more difficult issues.

JOHN AMBERSON, Project Manager, explained that the traffic-calming program is essentially built on 4 key elements: engineering, enforcement, education and enhancement. Whether the problems are perceived or real, staff approaches each situation using these 4 elements. The ONTAP program was initially developed and adopted by Council in 1994, primarily as a platform for staff to interface with the communities. If they had speeding concerns, ONTAP allowed the City to consider alternative means for mitigating traffic concerns and also served as a mechanism to look at speed humps as a physical device. At that time, speed humps were fairly new. Eventually, the City decided to move more toward median devices, such as was used on Foussat Road.

Started in 1994, ONTAP is a program that allows citizens to voice their concerns about speeding. If staff could not recommend a physical device to be installed, there is a process in place that allows citizens to be heard by the key players, including Commissions, Council and staff. The concept of traffic calming is still fairly new in the world of transportation engineering. Many people do not understand what traffic calming is. The word lends itself to some scrutiny. Traffic calming began in Europe and was used across the U.S.. Oceanside used it to look at physical measures and to attack the behavioral side of what people are thinking while driving. A lot of the major roadways are congested, which often leads to a cut-through scenario that impacts neighborhood streets. Staff needs to be sure that they are not creating a more stressful condition with the proliferation of speed humps and calming devices on the roadway and yet be sure that the City addresses those areas where the conditions are warranted. Staff developed and continues to work on policies and evaluations with criteria that will hopefully keep the calming program in check.

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COUNCIL STUDY SESSION MINUTES
 MAY 9, 2001
 OCEANSIDE, CALIFORNIA

The ONTAP program was established to give citizens a voice and allows staff to interface with the community through community meetings, homeowner associations and by working one-on-one with the neighbors. He quickly learned to resolve half the issues by simply listening to the people, working with them and caring about their issues. Also by having staff look at the street to let residents know what the conditions really are and determine how the City can help and what the citizens can do to rectify the issue. The City utilized educational resources such as the Keep Kids Alive program, which has worked very well to raise the awareness in the City. Signs have been used in cul-de-sacs and cut-through streets. They have had various levels of effect, but overall it has been positive for the City. Combine that effort with the police enforcement and speed radar trailer, and 90-95% of the speeding areas in the City are attacked.

They have informational brochures and programs such as the Neighborhood Traffic Watch program that focuses on the awareness aspect and looks at behavior at the root of the issues. Staff is working to help people understand what traffic calming is and what is measured when considering a location for a stop sign installation.

The process is separated into 2 phases that he correlates to a linear process. They initially try to implement the least restrictive measures and work their way to more restrictive measures when necessary. The City installs signs along streets with an extensive history of speed complaints.

The 2-phase process is broken down into 2 categories for each phase: categories 1 through 4. For Phase 1 - category 1 reviews existing traffic control and enhances what can be done to the existing street environment. Neighborhood traffic watch, yard signs, enforcement and speed radar trailers are the City's first line of defense in every street speed situation. Category 2 reviews installing new signs, possibly stop signs, putting in striping and more traditional traffic control measures that are new and had not been placed on that street before. Under Phase II, Category 3 considers installing temporary traffic poles. It is important to use the temporary devices first to ensure that a permanent physical device in the middle of the road will work. This allows time for a study on the configuration effectiveness, how people behave when they negotiate the devices and the before and after impacts or benefits. It is important to study the effects of the configuration under a temporary basis. Category 4 involves the actual permanent physical device.

This 2-phase linear process always begins with a resident's claim of speeding. Staff completes an evaluation that includes talking to the residents. The evaluation might also include laying out a machine counter to measure the speed and volume profile over a 24-hour period on a weekday and a weekend. From that data, staff generates graphs to evaluate the complaint. This provides the resident with the opportunity to understand the data the way staff understands it. Based on the evaluation, Mr. Amberson determines what level of calming is necessary: either Phase 1 or 2. Staff also evaluates the measures. Many efforts are ongoing, particularly if there is interest in yard signs and neighborhood traffic watch. He maintains dialog with the residents on that street and community and works with them on an ongoing basis to keep the level of awareness up. This allows the City to mitigate any of the resident concerns in hopes of coming up with a solution that will last.

If the problem persists after attempts to remedy at a Phase I level, staff will perform a more in-depth evaluation to determine what physical measures are warranted. If there is still no success, they would proceed to Phase II Category 3, using a consensus-building approach. The City would hold a series of community meetings to identify the issues as well as solutions. Staff also performs a before-and-after analysis that includes assessing adjacent streets to ensure that the implementation of the devices would not impact them by diverting traffic. Staff is very cognizant of the surrounding area of the affected streets.

Under the Phase II evaluation, staff looks at every aspect of the existing street environment. A few key aspects they study included the volume, accident history, driveway location and density. Based on the speed profile, they also assess the proportion of cars that went over 20% of the posted speed. The results of the evaluation will hopefully identify if a physical device would be effective at the existing condition.

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The traffic-calming flow chart follows the following steps:

After a resident claim, the first line of defense is enforcement and a speed radar trailer. OPD has been very committed in that effort. Staff evaluates the site, which eventually leads to the Phase I level of traffic calming. That evaluation could lead to a number of things, including the identification of appropriate treatment based on the conditions. This involves staff interfacing with the community and maintaining an open dialog during the evaluation step. After a treatment is decided upon, the measure is implemented and evaluated. This step could either solve the issue or be ongoing. From the evaluation, staff determines if that effort needs to be continued or if something more stringent is required. If nothing additional is warranted at that time, staff would continue to monitor and enforce the implemented measures.

If more restrictive measures were necessary, the project would move into Phase II. After an evaluation, the City would call community meetings to build consensus and identify alternatives. Residents would select an alternative and circulate a petition. The City typically requires a 2/3 majority in support of the measure. The petition would be as specific as possible to include graphics to allow everyone to see exactly where the devices would be located.

COUNCILMEMBER FELLER asked if the 2/3 support is within a certain radius.

MR. AMBERSON confirmed that. Staff identifies a segment of the community that would be affected by the median devices, and this process is straightforward. Speed humps are not as straightforward because, if there are people who had to cut through on that street because they live on the other side of the neighborhood, they should probably be included in that petition as well. For example, speed humps had to be removed in San Diego because the humps disrupted a woman's physical problem. Oceanside should be cognizant of that.

DEPUTY MAYOR HARDING recommended the contact area radius be quite large. For example, she uses Mesa Drive to drive to church. There are other ways for her to get to church, but the speed-calming poles affected her, which initiated her concern about the sphere of influence being too small for public streets. Private streets are different. She also expressed this concern to the Police and Fire Commission.

COUNCILMEMBER McCAULEY agreed with Deputy Mayor Harding. She asked if the City posted the consideration of these tools in the newspaper. Everyone should have input about what should be done to public streets. The meetings should be held in the community directly involved. However, these meetings should be announced through the newspaper so the rest of the community can have input as well.

MR. AMBERSON agreed.

DEPUTY MAYOR HARDING heard from several neighbors, saying they had no notification of the proposed additional speed humps even though they lived within 3 or 4 blocks. She would like to know what sort of advertising the City does and how far out it goes.

MR. AMBERSON stated that when they did the initial petition, they only considered the residents on the streets where the speed humps were being considered. The follow-up opinion survey included the streets off the primary one.

DEPUTY MAYOR HARDING said there were still complaints from people who lived in that area who knew nothing about it.

MR. AMBERSON will pay closer attention to that.

DEPUTY MAYOR HARDING inquired if City staff circulates the petition.

MR. AMBERSON works collaboratively with the citizen groups to make sure they understood the impact of these devices. There could be a loss of on-street parking, delayed emergency response, etc.

PETER WEISS, Public Works Director, added that staff works with the neighborhood group on the language.

DEPUTY MAYOR HARDING asked if staff went door to door.

MR. WEISS specified that staff does not go door to door. The City provides digitally enhanced photos to show what the street will look like after the devices are installed so everyone will have a clear understanding of what they were signing. The residents did the door-to-door requests.

DEPUTY MAYOR HARDING was curious to know who was noticed in the door-to-door requests at the Crest at Whelan Ranch.

COUNCILMEMBER McCAULEY questioned if the policy of notification needs to return as a Council item. She suggested that everyone throughout the City be notified unless it is a private street. The method of notification could be through KOCT, the newspapers, *Oceanside Magazine*, etc.

MR. AMBERSON noted this is the perfect opportunity to address these issues since they are still developing the policy.

COUNCILMEMBER SANCHEZ thought it would depend on the issue. The City should look at the direct impact on a particular neighborhood. If the issue was installing a stop sign if a child had been involved in an accident at that site, that would affect the ability for children in the neighborhood to use the street. She did not think there could be a set policy for this because it depended on the individual situation.

COUNCILMEMBER McCAULEY agreed. If she lived in one part of town with no concern about an issue on the other side of town, then she would not attend the meeting because she did not have an interest. However, it gives an opportunity for everyone citywide to have input on city streets.

COUNCILMEMBER FELLER suggested it would be a touchy situation if the entire City should be notified. He asked who would be included in the petition to define the 2/3 majority if the entire City is notified.

MR. AMBERSON understood that the citywide notification would allow everyone to be aware of the situation. This would expand the affected area to include the area around the street being petitioned for speed humps.

DEPUTY MAYOR HARDING asked that these streets not be referred to as cut through or short cuts, because they are public streets that every taxpayer paid for. They are not neighborhood streets.

MR. WEISS explained that staff is obligated to bring back to Council the issue on speed humps. As Mr. Amberson mentioned, speed humps are a tool to fix speeding problems in neighborhoods. Staff would bring back policy recommendations for traffic calming and speed humps in particular. The only time neighborhood notifications are necessary is in Phase II when staff is considering more than neighborhood signs. He did not think everyone needed to be notified when installing neighborhood signs in front yards.

Staff will bring back recommended policy language regarding the current process for neighborhood notification. If Council chooses to change that, they could direct staff at that time.

The policy went to the Police and Fire Commission, and they asked for some additional information. Staff will return to Council with the policy within the next few months.

COUNCILMEMBER SANCHEZ asked if it would go through the Transportation Commission as well. **MR. WEISS** responded affirmatively.

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MR. AMBERSON stated that the overall program is flexible and could be modified over time as the traffic needs and demands change.

Staff is currently at various steps in the process at various locations. Once staff is comfortable with the traffic-calming layout, they will bring it before Council for consideration. Funding is already allocated for neighborhood traffic improvements, but this is for allocating a portion of that budget for construction. After construction of the device, staff would do a final evaluation to compare the temporary report with the final report. This is the process in a nutshell although there are some variations. In Phase I, Commissions get involved, depending on the level of treatment.

DEPUTY MAYOR HARDING specified that there are streets that are not part of the Crest at Whelan Ranch who live near those affected streets, such as Claire Drive.

MR. WEISS concurred that the neighboring community had not been notified of the issue.

MR. AMBERSON showed the areas around town where traffic calming projects had been implemented over the past couple of years.

COUNCILMEMBER SANCHEZ asked how dated this information was. For example, Loretta Street currently has problems, but it is listed as a completed project.

MR. AMBERSON advised that some of the projects are up to 2 years old. The map showed every project that he has worked on since he came to Oceanside. Loretta Street was listed as completed because signs and stripes were installed, as well as some luminous devices. He would be more than happy to revisit the area if they would like to continue to work with the City.

COUNCILMEMBER SANCHEZ commented that the residents were not satisfied with the outcome.

MR. AMBERSON advised that in his last conversation with the contact person, she seemed satisfied with the progress.

DEPUTY MAYOR HARDING recommended the City be very careful and not expect to satisfy everyone about the traffic impact as the City continues to grow.

COUNCILMEMBER McCAULEY asked Mr. Amberson to identify what the green, blue and yellow dots represent on the handout showing the city map of traffic calming locations.

MR. AMBERSON explained the blue dots indicate areas where staff completed working with the local residents regarding their issue. Green dots are ongoing projects where residents who are interested in a Neighborhood Traffic Watch program and the Keep Kids Alive program call him. Much of the work entailed in the green dot locations requires citizen involvement. Much to the citizens' credit, they have been very proactive and a part of the process. Yellow dots are projects in progress and are currently active. Some involve physical devices; others involve neighborhood watch yard signs.

Handout illustrations of temporary layouts the City has tried showed poles at Fousat Road that formed an unsightly temporary traffic circle. Staff is considering other temporary devices to place in the roadway that would be more aesthetic, even though they might increase the cost of the process a little bit. However, they are aware of new technology.

COUNCILMEMBER McCAULEY asked if the time limits for the temporary devices vary by neighborhood or if there is a standard time limit.

MR. AMBERSON answered that they had a standard time frame of about 1 year. He would like to shorten that timeframe because they are unsightly and people developed biases over the effectiveness of the devices based on these poles. There are some noise impacts associated with these poles because some drivers would run them over. Clearly, they would not be able to do that with a permanent device.

There is a permanent traffic circle now installed on Fousat Road. The City installed trees to compliment the area on the pop-outs around the circle.

DEPUTY MAYOR HARDING asked if the City tried stop signs first. For instance, the residents of Crest at Whelan Ranch wanted more speed bumps, but the City had not installed more stop signs that she could remember.

MR. AMBERSON said that he is on the fringe of including stop signs as a traffic calming tool.

DEPUTY MAYOR HARDING further questioned if staff considered putting in more stop signs prior to installing speed humps.

MR. WATANABE explained that there are old philosophies of how to use traffic-controlling devices. Engineers followed the old process from manuals and guidelines from California Department of Transportation (Caltrans), but things have changed. Roadways have changed, and cars have changed. Philosophies of driving and engineering have changed as well. Therefore, there are new ways of looking at and installing stop signs. In looking at the stop sign guidelines, there are certain policies that warrant stop signs. The new engineers are assessing different ways of considering stop sign installations. For traffic calming, they are acceptable and proven to be quite effective. Staff is now regarding that as a device for traffic calming.

COUNCILMEMBER McCAULEY had attended the meeting on Saturday regarding the Sky Haven Lane traffic issue. She complimented Mr. Amberson that he was able to bring consensus. One of the tools offered was a stop sign, but the group as a whole decided they did not want a stop sign because of the noise, odors and pollution. So, Mr. Amberson went beyond stop signs to look at other issues.

MR. AMBERSON stated staff has to be cognizant of what stop signs are used for and what they create in terms of a change in conditions. Under the traffic calming process, stop signs would be considered in Category 2 before moving on to the Category 3 or 4 levels of treatment. Staff is currently in the position to look at that now, more then ever.

Referencing chokers and medians, he stated that with the use of landscaping, staff could come up with some features that would compliment the City in more ways than one. The landscaped median is just another angle of that device. The use of landscaping and other kinds of aesthetic treatments help to close off the road. If it is wide open, people are more apt to drive faster. Fousat is an example.

In talking with a Carlsbad Councilmember, **DEPUTY MAYOR HARDING** discovered that they are making their residential streets narrower to calm traffic. This is another tool the City should definitely consider in new subdivisions.

MR. AMBERSON replied this is another aspect he wanted to mention. They already performed a plan check, and staff is always looking to avoid street designs that are going to provide for speeding conditions because that would perpetuate this problem. Staff is working to catch that early.

COUNCILMEMBER FELLER asked for clarification on how narrowing the streets can help slow traffic.

MR. AMBERSON clarified that the modern subdivision has a house with a 10-foot strip of grass they call a front lawn, a curb and then the gutters. Narrower streets allow the developer to set the houses further back, without compromising the need for density. There are many approaches to this that staff is exploring.

MR. WEISS added that newer subdivisions are also prohibiting people from parking their car on the street.

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DEPUTY MAYOR HARDING mentioned that overnight parking on the street is forbidden in the Cities of Arcadia, Glendora and Monrovia. It is amazing what that does to make a community look beautiful. Residents must obtain a permit from the Police Department for guests to park their cars on the street.

MR. WEISS gave an example of where the street could be narrower. When no one parks in the street, the street is wider. Drivers tend to speed since it is a wide road with no cars. It becomes a drag strip.

As Mr. Amberson mentioned, staff is paying closer attention to that in the planning stages. If developers are putting houses only on one side because of topographic constraints, staff would work with them to put a median down the middle to narrow the streets. This way the people who live in these homes 5 years later will not have to call the City about a speeding problem. Staff reviews historical occurrences to identify some issues in the planning stages so they do not create streets that are supposed to have speed limits of 25 mph but cars are actually traveling 40 mph.

COUNCILMEMBER McCAULEY commented that even if people were parked on the street, narrower streets would bring about behavioral changes in drivers by making them more aware of where they are on the street.

MR. AMBERSON displayed slides to show an example of the speed humps at Crest in Whelan Ranch. Next he showed chokers, which are similar to what is on Downs Street with the temporary poles; it divides the road. The example was not something that he would design. He preferred a more traditional median with landscaping.

An example of a temporary raised crosswalk is located on Sky Haven Lane.

MR. WATANABE concluded that Oceanside has a citywide traffic-calming program that covers every part of the City. Mr. Amberson has done a tremendous job in the last 2 years of implementing the citywide traffic-calming program. Arterial streets play a tremendous factor in traffic calming. The reason why people use the local streets is because there is some problem on the arterial streets. That is why staff uses the phrase cut through. As Oceanside continues to expand, it needs to improve its arterial streets. When the street improvement does not occur as fast as development, people find better ways to travel.

DEPUTY MAYOR HARDING additionally suggested that habit keeps people from using arterial streets. Some of her family and friends prefer to drive a different way every time they go somewhere. They enjoy winding through neighborhoods and seeing the homes.

MR. WATANABE stated that his family members like to do the same.

DEPUTY MAYOR HARDING stated many people truly liked to see their community. Many people notice that they had never been through a certain area of town and decide to drive through. All of the traffic is not commuter traffic.

COUNCILMEMBER FELLER guessed that at least 95% of the traffic is commuter.

MR. WATANABE reported that during the morning and evening peak hours, a majority of people go to work or try to get home. Because the arterial streets are so saturated, people search for the best cut through. Oceanside needs to look at the arterial systems running north, south, east and west. Staff would like to find the areas for improvements. It is time to revisit the way the City looks at intersections and streets. Based on his experience over the past 20 years, intersections are the key problem areas. Staff will review the arterial street system and the intersections as they plan for the future. The City may need to address whether or not improvements are needed. Improving the intersections could relieve some of the bottlenecks and subsequently the cut-through traffic. That is a proactive way to reduce the problems on residential streets. Instead of reacting to each neighborhood, the City could identify some of these areas to address.

DEPUTY MAYOR HARDING stated that it is imperative that Oceanside works with the surrounding cities. There is a traffic summit because people live here and work in nearby cities and vice versa.

MR. WATANABE agreed that is a key subject. The Oceanside, Carlsbad and Vista traffic engineers meet to discuss traffic issues.

DEPUTY MAYOR HARDING inquired what the other traffic engineers are saying about College Boulevard.

MR. WATANABE noted that they try to focus on the technical issues. They share good ideas on traffic calming remedies. They have discussed the Highway 78 interchange problem and how to work together as a North County area on that. The 3 city engineers will then express regional issues to San Diego Association of Governments (SANDAG), believing that there is strength in numbers.

COUNCILMEMBER McCAULEY thought it was imperative that the Oceanside north-south arterial roads need to be accessible as soon as possible. That could take a lot of pressure off of the residential streets because people would be able to use the main roads.

DEPUTY MAYOR HARDING suggested the east-west rail line would make a difference also.

MR. WATANABE commented that Oceanside is expanding in transportation modes. People are changing from vehicular travel to travel by various modes, such as the Coaster, the light rail system and the Fast Forward new transit system with new routes. These extra layers change traffic patterns.

DEPUTY MAYOR HARDING noted that travel by rapid transit has decreased, not increased. Fewer people are using rapid transit than last year and the year before, which is a concern. Additionally, with additions such as IDEC, more people will travel into Oceanside to work.

COUNCILMEMBER FELLER asked how the Police Department plans to provide the enforcement required for some of the major issues other than by hiring more police officers.

LIEUTENANT MICHAELGOLDSMITH explained that it is currently a difficult task. They have 1 motor officer who is coming off the bike who will need to be replaced as well as send him to school. This will require more money next year. There is not going to be any budgeted money to increase the traffic group, which forces them to work smarter instead. They have \$7,000 to use for existing traffic enforcement to supplement the Traffic Bureau. The day watch and night watch are also supplementing the traffic bureau by putting any extra officers they have on extra enforcement details. Volunteers do the radar trailers. The Department is doing everything they can to do more traffic enforcement. The department and the officers know that this is a number 1 priority. More people are killed by traffic collisions and accidents than murders in Oceanside; therefore, this is a major issue that is not going to end. The present solution is to supplement the traffic enforcement by adjusting officer schedules and enforcement detail.

COUNCILMEMBER FELLER felt officer visibility is important.

LIEUTENANT GOLDSMITH agreed it is important. They have tried a lot of different methods to create visibility. They have done pack days, where the officers all work one location, so no matter where a driver looked in a radius of a few blocks, they would see motor officers. He would also split them up so that on certain days they are all in different areas.

SERGEANT RICHARD WOODALL commented that using stop signs as a traffic-calming device can create more of an enforcement problem when people do not want to stop at the sign. In that situation, not only does the City end up with speed complaints in between the stop signs, but also complaints of people rolling through the stop signs.

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The Police are trying to decide if they should spend more time on the main streets, where everyone goes above the maximum speed limit, or if they should spend more time in the neighborhoods dealing with perceived complaints. Many of the complaints are perceived, for example 25 mph does not necessarily mean 25 mph in a court of law. The speed limit could be posted as 25 mph, but depending on the location, the Police might not be able to issue a ticket until the driver goes at least 32 mph. The City often deals with the perception as opposed to what is legal or illegal. They have recently changed Police coverage from only weekdays to at least one person on the weekends and into the nighttime hours. In efforts to address all areas, this takes them off of the commuter times during the week.

LIEUTENANT GOLDSMITH commented that they are going to 7 days per week coverage.

COUNCILMEMBER SANCHEZ asked if there has been an increase in "road rage".

SERGEANT WOODALL commented that the answer depends on how she defines "road rage". However, there has been an increase in the lack of driver courtesy on the roads. People are not as courteous as they used to be, and they are always in a hurry to get someplace. Primary collision factors are people running stop signs, lights or yields and cutting people off. He could not say if it was really road rage, but there is an increase in lousy drivers.

COUNCILMEMBER SANCHEZ asked if there has been an increase in accidents.

SERGEANT WOODALL replied that as the population increases, there is an increase in accidents. As mentioned in the quarterly memo to Council, Oceanside is doing better. The percentage increase in accidents was 7% less than the increase the previous year. There will always be an increase in accidents as the population increases. However, the numbers are maintaining per capita.

COUNCILMEMBER SANCHEZ inquired to what extent is the Redevelopment Area taking officers away from monitoring traffic in other parts of the City, if at all.

SERGEANT WOODALL responded that different issues and opinions pop up on what the issue is and how to address it. For example, the downtown area has taken away 2 officers for the summertime so they can work the downtown area on Friday, Saturday and Sunday nights from 4:00 to 9:00 PM. Those 3 motor officers on those 3 days are taken away from other areas. Commute times were horrendous for violations. Those officers will no longer be able to work the morning commute times any more.

COUNCILMEMBER SANCHEZ asked how many officers are usually there.

SERGEANT WOODALL answered there were 5 motor officers. They do traffic enforcement, and they are also the traffic accident investigators. They spend time investigating and writing up traffic accident reports. They also spend a lot of time in court testifying on the citations already issued. They are not out there the entire time they are scheduled to work.

COUNCILMEMBER SANCHEZ inquired if 3 of those 5 officers would be pulled from traffic during the summer.

LIEUTENANT GOLDSMITH clarified that their hours would be adjusted. Sergeant Woodall changed the schedule from all 5 officers working Monday through Friday. Now, there would be 3 officers to work Monday through Friday. The other 2 would work Thursday, Friday, Saturday, Sunday and Friday, Saturday, Sunday, Monday. That would allow for the weekend to be covered and would get a little bit of coverage during the week. There are congestion and traffic issues downtown that make it difficult for patrol cars to get on the beach and around in the downtown area because of traffic flow.

SERGEANT WOODALL explained that patrol cars could not function in a lot of traffic related issues because they cannot get turned around to reach a violator. Motorcycle officers have the opportunity because the bike is so small.

CITY ATTORNEY BENNETT said that he, Sergeant Woodall and Mr. Watanabe have been going back and forth with the courts because the courts believed that some of our street speed limits are artificially low, and the courts have been throwing out Oceanside tickets. The court rejected the City's attempts to enforce speed limits.

They met with the judge and the courts on several occasions. He and Mr. Watanabe recently had a conference call with the Commissioner at the courts. The department has modified speed surveys and is going throughout the City to see how speeds were posted. Staff may need to provide live testimony at the County to create a record to have some way to appeal or the City may need to ask for review from a higher court if the City continues to have problems. Staff has been actively working on it. They have had as many meetings with the commissioner as possible. The commissioner is telling staff that although people want lower speeds and traffic calming, the vast majority of motorists are not obeying the speed limits and Oceanside has speed traps by artificially setting speeds too low.

Mr. Watanabe or a city engineer may need to personally provide testimony to create a record. In the meantime, the City has worked to revise its survey. The officers are very frustrated because they write the tickets and appear in court just to have the judge throw them out.

COUNCILMEMBER McCAULEY thought it was important to explain for the press that Council does not have complete control over the speed limits in the City. When a problem arose that created a review, the City may be subject to raising those limits without the option to fight it. For example, some people were complaining about the high speed limit on Vandergrift Boulevard, but the City did not have a choice in that.

CITY ATTORNEY BENNETT explained that the Commissioner would look at the survey, agree that the traffic experts created it, but note something is wrong if 60% of the cars are going over the posted 25 mph speed limit.

LIEUTENANT GOLDSMITH commented that OPD had 2 other traffic programs. The strategic traffic offender program was aimed at unlicensed drivers and is constantly working as a 2-man team. They also have the 2-man DUI (driving under the influence) team. They both do checkpoints to make the public aware and to be seen. This deals with some of the traffic, even though they had a different focus.

In response to City Manager Jepsen, **MR. AMBERSON** responded there are about 128 traffic-calming projects since 1998.

CITY MANAGER JEPSEN summarized that was about 3 years and equaled 40 projects per year. He is very pleased with staff. They are very progressive in handling traffic. Based on this and the direction Council is going, Oceanside is in a leadership role for traffic mitigation in San Diego County. Oceanside is well ahead of a lot of other cities. There is always more that can be done, but he is impressed with the level of activity and outreach.

ADJOURNMENT

MAYOR JOHNSON adjourned this meeting of the Oceanside City Council at 11:02 AM, May 9, 2001.

APPROVED BY COUNCIL:

Barbara Riegel Wayne, CMC
City Clerk, City of Oceanside



California

CITY OF OCEANSIDE

JOINT MINUTES OF THE: CITY COUNCIL SMALL CRAFT HARBOR DISTRICT BOARD OF DIRECTORS COMMUNITY DEVELOPMENT COMMISSION

MAY 3, 2006

REGULAR MEETING 4:00 PM COUNCIL CHAMBERS

**4:00 PM - OCEANSIDE CITY COUNCIL (COUNCIL),
HARBOR DISTRICT BOARD OF DIRECTORS (HDB), AND
COMMUNITY DEVELOPMENT COMMISSION (CDC)
- REGULAR BUSINESS**

**Mayor
HDB President
CDC Chair**
Jim Wood

**Deputy Mayor
HDB Vice President
CDC Vice Chair**
Shari Mackin

**Councilmembers
HDB Directors
CDC Commissioners**
Rocky Chavez
Jack Feller
Esther Sanchez

**City Clerk
HDB Secretary
CDC Secretary**
Barbara Riegel Wayne

Treasurer
Rosemary Jones

**City Manager
HDB Chief Executive Officer
CDC Executive Director**
Steven Jepsen

**City Attorney
HDB General Counsel
CDC General Counsel**
John Mullen

For this regular and joint meeting, the Council sat as all 3 governing bodies [Council, HDB and CDC] simultaneously but took action as the respective agency for the jurisdiction covered by each item. Council titles only will be used for brevity throughout the entire meeting.

ROLL CALL

CITY CLERK WAYNE convened the meeting at 4:00 PM. She announced that although 1 item was listed under closed session for discussion, the Assistant City Attorney has indicated that this item will not be discussed. Councilmembers have been advised and are not present.

Recess was held from 4:01-5:04 PM.

5:00 PM - INVOCATION

Mayor Wood reconvened the meeting at 5:05 PM. All Councilmembers were present. Also present were City Clerk Wayne, City Treasurer Jones, City Manager Jepsen and Assistant City Attorney Barbara Hamilton. Pastor Carl Souza from San Luis Rey Baptist Church gave the Invocation. Nicholas MacLachlan led the Pledge of Allegiance.

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**NOT OFFICIAL
UNTIL APPROVED AT SUBSEQUENT
MEETING BY CITY COUNCIL**

PROCLAMATIONS AND PRESENTATIONS

- Proclamation – Public Service Recognition Week – May 1-7, 2006

May 1-7, 2006 was proclaimed as Public Recognition Week. American's are served by public servants everyday. Public Servants work to provide the diverse services demanded by the American people of their government with efficiency and integrity.

- Proclamation – Nurse Recognition Day – May 12, 2006

May 12, 2006 was proclaimed as Nurse Recognition Day, in honor of registered nurses who are highly skilled, dedicated health care professionals who are essential to the management and delivery of health care services.

John Stead-Mendez with California Nurses Association thanked the City for this recognition. Bob Aronin with North Coast Civic Association stated that nursing is a good career for people to consider. Also were present to accept recognition was Renee Menard with Scripps Memorial Hospital in Encinitas; Lori Graham, Carol Cadwallader and Jim Pratt with Tri-City Medical Center.

- Presentation – Helen M. Nelson Heritage Room Dedication Plaque:

Library Director Deborah Polich and some of the Boardmembers of the Oceanside Public Library Foundation presented the plaque to the City of Oceanside to honor the memory of Helen Nelson, former Library Director from 1969 to 1994. She passed in November of 2004. The plaque will be hung in the Heritage Room which houses a special collection of archival books. A dedication will be held on Thursday, May 11, 2006.

At this time, Deputy City Manager Mike Blessing introduced Jim Zicaro, the City's new Building Official.

Mayor Wood thanked Sabrina Johnson with KOCT for all her efforts. She will be leaving to attend school at Fullerton College.

CLOSED SESSION REPORT

[1. CONFERENCE WITH LABOR NEGOTIATOR ON STATUS OF NEGOTIATIONS PREVIOUSLY AUTHORIZED IN OPEN SESSION (SECTION 54957.6)

- A) **CONFERENCE WITH LABOR NEGOTIATOR** – Negotiator: City Manager; employeë organizations: Oceanside Police Officers' Association (OPOA), Oceanside Firefighters' Association (OFA), Oceanside Police Management Association (OPMA), Management Employees of the City of Oceanside (MECO), Oceanside City Employees' Association (OCEA), Oceanside Fire Management Association (OFMA), Western Council of Engineers (WCOE), and Unrepresented]

2. Closed Session report by City Attorney

No closed session was held.

PUBLIC COMMUNICATIONS ON OFF-AGENDA ITEMS

No action will be taken by the Council/HDB/CDC on matters in this category unless it is determined that an emergency exists or that there is a need to take action that became known subsequent to the posting of the agenda.

3. Communications from the public regarding items not on this agenda

SLEENE E. KOSINAR, 711 Pier View Way, stated that people's rights are

May 3, 2006

Joint Meeting Minutes
Council, HDB and CDC

important. He is concerned about: political corruption where the school bond money went in Vista and the charter school money, the investigation re: Frank Watanabe, etc.

JUNE KRISTAPOVICH, 727 Rivertree Drive, stated that the United States has been invaded by intrusive Mexican illegals. They have demanded rights that they have neither earned nor are entitled to. She does not feel these individuals who sneak across the border should be allowed to vote.

They have revealed their war against America. Their demonstrations have hit the schools with a severe financial blow. This punishes not only themselves but American students. We have no recourse but to boycott the businesses that are owned by Mexicans and/or hiring Mexicans. She suggested that this boycott continue or forever lose our sovereignty and quality of life. Citizens should contact their congressmen and demand that illegal immigrants be deported. She thanked the minuteman in our country.

THOMAS J. DEMPSEY, 3641 Esplanade Street, announced that handicapped parking was violated on April 22 and 23 by event chairman Rick Mehrlock for the Oceanside Days of Art Event. Parishioners for Saint Mary's Church did not have access to handicapped parking on Saturday and Sunday of the event. He feels that it was shameful to violate a handicapped person's parking privileges.

The location at Mira Monte Drive which connects Lake Boulevard to Foothill Avenue in Carlsbad needs a traffic signal. A wrought iron fence will be provided at Mira Monte Drive to allow pedestrian right-of-way with wheelchair access.

POLICEWATCH.ORG stated that speaking out for human rights is patriotic. He feels that there needs to be police accountability. Officers should wear audio or video on their person to record interaction between them and a suspect. He has an audio tape recording of an officer admitting to corruption throughout his 17-year career. The tape was played for the judge in a case which found him not guilty. He believes that their performance record needs to be public record. Their disciplinary actions should be computer tracked for accountability.

NADINE SCOTT, 550 Hoover Street, suggested that policy be changed to allow for the inclusion of the speaker's position on an item as public record, when they are unable to attend a late night Council meeting.

She is not opposed to developing in Oceanside. However, she does not appreciate developers who shave the truth, cut corners and try to lie to the neighbors in order to get neighborhood support for projects.

The Las Ventanas project that is proposed on Crouch and Canyon will be before Council next week. She would like Council to be aware of her concerns. Also, she lives in the Alta Loma neighborhood and has been active in the homeowners association. She was surprised to find out that the association had accepted a check in the amount of \$3,000 from the developer of Las Ventanas for a street sign.

ERICA LEARY, 4312 Navajo Avenue, with the North Coastal Prevention Coalition, stated that their mission is to reduce the harm of alcohol, tobacco, marijuana and other drugs in the cities of Oceanside, Carlsbad and Vista through community action, support, education and collaboration. Alcohol is the main factor in many of the community problems. Alcohol consumption was reported at approximately 40% among high school juniors in the past month. Alcohol consumption contributes to traffic collisions.

The CinemaStar Luxury Theaters in Oceanside at College and Highway 76 has applied for a license to sell beer. There are no other movie theaters in San Diego County that are licensed to sell alcohol. CinemaStar is proposing that half of the theater apply for the ABC license to show movies to 21 years and up audience with a license to sell beer. We understand both the Police Department and the property manager for the shopping center are opposed to this. However, there may not be sufficient grounds to deny the request for

an ABC license. She would like citizens to be aware of their ability to protest this action and hopes that Council will consider this issue.

MAYOR WOOD asked the City Manager to look into that issue and report to Council.

CAROLYN KRAMMER, 904 Leonard Avenue, on behalf of the Interscholastic Surfing Federation (ISF), invited Council and the public to the 12th annual high school state championship to be held at the south getty at Oceanside Harbor. This is the 10th in Oceanside. 22 schools in California will be attending. There will be approximately 365 competitors and their families here in Oceanside.

CONSENT CALENDAR ITEMS [Items 4 – 12]

All items listed on the Consent Calendar are considered to be routine matters or formal documents covering previous City Council/HDB/CDC instructions. The items listed on the Consent Calendar may be enacted by a single vote. There will be no separate discussion of any Consent Calendar items unless requested by members of the City Council/HDB/CDC or the public through submittal of Request to Speak form prior to the commencement of this agenda item.

CITY CLERK WAYNE stated that there was one request to speak on Item 11.

DEPUTY MAYOR MACKIN requested the removal of Item 8 for discussion.

COUNCILMEMBER FELLER requested the removal of Item 10.

The following Consent Calendar was submitted for approval:

4. Council/Harbor/CDC: Approval to waive reading of the text of all ordinances and resolutions considered at this meeting and provide that ordinances shall be introduced after a reading only of the title(s)
5. Council: Approval of a purchase order in the amount of \$345,918 to Sancon Technologies, Inc., of Huntington Beach for the rehabilitation of approximately 4,315 feet of sewer pipeline in Industry Street between El Camino Real and Hoover Street, and authorization for the Financial Services Director, or designee, to execute the purchase order
6. CDC: Approval of one loan application in the amount of \$99,910 under the Community Development Block Grant (CDBG) Housing Rehabilitation Program
7. Council: Approval of temporary street closures of Pacific Street from Seagaze Drive to Pier View Way, and Mission Avenue from Myers Street to Pacific Street, from 8:00 a.m. to midnight, for the Jefferson Pilot Communication concerts: KSON CountryFest North Concert on May 13, 2006, and the Smooth Jazz 98.1 Jazz on the Beach Concerts on June 25, August 13, and October 8, 2006, at the Pier Amphitheater
8. **Removed from the consent calendar for discussion**
9. Council: Approval of a budget transfer in the amount of \$1,500,000 from the Redevelopment 2002 Tax Allocation Bond Issue proceeds to the North Coast Highway Gateway Improvements project account for the project located at the intersection of North Coast Highway and State Route 76
10. **Removed from the consent calendar for discussion**
11. **Removed from the consent calendar for discussion**

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May 3, 2006

Joint Meeting Minutes
Council, HDB and CDC

12. Council/CDC/HDB: Cancellation of Regular Consolidated City Council/Community Development Commission/Small Craft Harbor District Board of Directors meeting of Wednesday, July 19, 2006

COUNCILMEMBER SANCHEZ moved approval of the balance of Consent Calendar Items, excluding Items 8, 10 and 11.

DEPUTY MAYOR MACKIN seconded the motion. Motion was **approved 5-0**.

8. **Council: Approval of a budget transfer in the amount of \$150,000 from the Golf CIP Fund 596 Unallocated Fund Balance to the Tee Box Rehabilitation Project account for the FY 2005-06 funding cycle amending the Capital Improvement Program (CIP) Budget for the construction of the project located at the Oceanside Municipal Golf Course**

DEPUTY MAYOR MACKIN questioned why there was no mention of the driving range.

NATHAN MERTZ, Parks Development Coordinator, responded that this coming fiscal year is a plan to design a new driving range for the golf course. The Golf Committee, staff and American Golf determined that the funds would be best used on the Tee Boxes before tackling the driving range project.

In response to Deputy Mayor Mackin, he stated that the lease agreement between the City and American Golf would expire July 2007.

DEPUTY MAYOR MACKIN moved approval of Item 8.

COUNCILMEMBER SANCHEZ seconded the motion. Motion was **approved 5-0**.

10. **Council: Adoption of a resolution granting an appeal and denying Tentative Parcel Map (P-15-05) and Conditional Use Permit (C-53-05) to subdivide a 25,347-square-foot lot into two parcels located at 3079 Skyline Drive (Miljkovic Parcel Map), to confirm City Council action on 4/12/06**

COUNCILMEMBER FELLER stated that he will be voting against this item. However, he suggested that the Homeowners Association get together to come up with a solution that is amenable to that community. If their association rules are not changed or City zoning is not changed, then it will not be a fair process.

COUNCILMEMBER SANCHEZ agreed with Councilmember Feller. The appropriate vehicle would be the Planning Commission to make their recommendation to the Council on this item. The current association's desire is to preserve the character of the neighborhood.

MAYOR WOOD sympathized with the Miljkovic family; however, this will need the Planning Commission's recommendation.

DEPUTY MAYOR MACKIN moved approval [of staff's recommendation to adopt **Resolution No. 06-R0276-1**, "... granting the appeal of Planning Commission Resolution No. 2006-P09 and denying Tentative Parcel Map (P-15-05) and Conditional Use Permit (C-53-05) to subdivide a 25,347 square foot lot into two parcels located at 3079 Skyline Drive – Miljkovic parcel map"]

COUNCILMEMBER SANCHEZ seconded the motion. Motion was **approved 3-2**, with Councilmembers Feller and Chavez voting no.

11. **Council: Adoption of a resolution establishing fees in conjunction with the filing and training requirements of Chapter 16C of the Oceanside City Code relating to municipal lobbyist registration and reporting regulations**

JIMMY KNOTT, 124 Sherri Lane, stated that this item is preemptive because there is an item under the adoption of Ordinances which has not been finalized. He feels that structuring fees before the item has been finalized is inappropriate. This should be delayed until after the other item has been heard.

He feels that non-profit organizations should be exempt from registering. This will just cause problems. Developers, commissioners and committee members should also be exempt.

CITY CLERK WAYNE affirmed that the fees would not go into effect if the ordinance was not adopted. The item could have been delayed until next Council meeting; however, it was important to get this information to the public as soon as possible.

MAYOR WOOD moved to trail Item 11 until after a vote on Item 33.

COUNCILMEMBER SANCHEZ seconded the motion. Motion was **approved 4-1**, with Councilmember Feller voting no.

INTRODUCTION AND ADOPTION OF ORDINANCES

The City Council/HDB/CDC has adopted a policy that it is sufficient to read the title of ordinances at the time of introduction and adoption, and that full reading of ordinances may be waived. After the City Attorney has read the titles, the City Council/HDB/CDC may introduce or adopt the ordinances below in a single vote. There will be no discussion of the items unless requested by members of the City Council/HDB/CDC or the public.

33. Council: Adoption of an ordinance of the City Council of the City of Oceanside adding Chapter 16C to the Oceanside City Code relating to municipal lobbyist registration and reporting requirements (Introduced 4/5/06, 3-2 vote, Chavez and Feller—no; 4/19/06 2-2 tie vote, Mackin absent)

Following titling of the ordinance, **DEPUTY MAYOR MACKIN moved** to adopt (Ordinance No. 06-OR0286-1, "adding Chapter 16C to the Oceanside City Code relating to municipal lobbyist registration and reporting requirements")

COUNCILMEMBER SANCHEZ seconded the motion.

COUNCILMEMBER FELLER stated that he would not be approving the ordinance or Item 11. He feels this action is merely bigger government not better government. Administering this will need more personnel. Labor is the biggest use of funds in the City; however, it does not include any of the individuals who are negotiating for the unions. This is wrong.

COUNCILMEMBER SANCHEZ disagreed. This is a public's right to know issue. This is also being done at the state and national level. It is important. This will apply to any unions or associations that are outside the City. It would be violating the law if employees were included in this registration.

COUNCILMEMBER FELLER commented that very few individuals know who is negotiating for the labor unions. Respectfully he disagreed with the adoption of this ordinance.

Motion was **approved 3-2**, with Councilmembers Feller and Chavez voting no.

11. Council: **Adoption of a resolution establishing fees in conjunction with the filing and training requirements of Chapter 16C of the Oceanside City Code relating to municipal lobbyist registration and reporting regulation - Continued**

COUNCILMEMBER SANCHEZ moved for approval [of Item 11, to adopt **Resolution No. 06-R0277-1**, "...establishing fees in conjunction with the filing and training requirements of Chapter 16C of the Oceanside City Code relating to Municipal Lobbyist registration and reporting regulations"]

DEPUTY MAYOR MACKIN seconded the motion. She is excited that the ordinance is going into effect. She feels that this is not bigger but much better government.

Motion was **approved 3-2**, with Councilmembers Feller and Chavez voting no.

6:00 PM – PUBLIC HEARING ITEMS

Public hearing items are "time-certain" and are heard beginning at 6:00 p.m. Due to the time-certain requirement, other items may be taken out of order on the agenda to accommodate the 6:00 p.m. public hearing schedule.

13. **Council: Approval of the FY 2006-07 Action Plan of the 2005-2010 Consolidated Plan for Housing and Community Development; authorization to submit the FY 2006-07 Action Plan to the U.S. Department of Housing and Urban Development; and authorization to submit applications for funds under the HOME Investment Partnership, American Dream Downpayment Initiative, and Emergency Shelter Grants Programs of the U.S. Department of Housing and Urban Development**

MAYOR WOOD opened the public hearing.

Regarding disclosure of constituent contact, **MAYOR WOOD AND DEPUTY MAYOR MACKIN** had contact with staff and public; **COUNCILMEMBER SANCHEZ** had no contact; **COUNCILMEMBERS FELLER AND CHAVEZ** had contact with staff.

JOHN LUNDBLAD, Management Analyst, noted that this is the last step in the annual allocation of the funds received from the U.S. Department of Housing and Urban Development (HUD). The action plan contains all of the allocations that Council has made at the March 22, 2006 workshop for the CDBG funds and other funds. The document has been out for the public's review for the past 30 days. No comments have been received. Staff now submits the item for Council's approval and authorization. After Council's approval, the document is submitted to the Los Angeles HUD office for review, approval and preparation of contracts. The contracts include approximately \$3,000,000 to be used in the next fiscal year. He is available for questions. He also added that the action plan was presented to the Housing Commission on April 2006 and was voted to recommend approval to the Council.

With no public input, **MAYOR WOOD** closed the public hearing.

DEPUTY MAYOR MACKIN moved approval [of staff's recommendations including **Document No. 06-D0278-1** (North County Solutions for Change); **Document No. 06-D0279-1** (Interfaith Community Services); **Document No. 06-D0280-1** (Bread of Life Ministries) for the grant funds; **Document No. 06-D0281-1**, "FY 2006-07 Action Plan of the Consolidated Plan for Housing and Community Development for submission to the U.S. Department of Housing and Urban Development"; authorize the City Manager to submit applications to the U.S. Department of Housing and Urban Development for funds under the HOME Investment Partnership, American Dream Downpayment Initiative, and Emergency Shelter Grants Program; authorize the City Manager to execute required forms; allocate Emergency Shelter Grants Program funds to sub recipients; and authorize the Neighborhood Services Director to sign agreements with sub recipients.]

COUNCILMEMBER SANCHEZ seconded the motion.

Motion was **approved 5-0**.

14. **CDC/Harbor: Consideration of a resolution approving Regular Coastal Permit (RC-204-06) for a new permanent bridge over the San Luis Rey River and related parking lot and street improvements in the Harbor and along Pacific Street south of the river; the project site is situated within Subdistrict 10 of the "D" Downtown District and the Townsite Neighborhood and the Coastal Zone – Pacific Street Bridge – Applicant: City of Oceanside**

CHAIRMAN WOOD opened the public hearing.

Regarding disclosure of constituent contact, all Councilmembers reported contact with staff and the public.

PETER WEISS, Public Works Director, pointed out that this is the first of two items that would be discussed this evening in regard to the Pacific Street Bridge. This item is the coastal permit to build the bridge and later a General Item awarding the construction of the bridge. Jerry Hittleman will address the regulatory permit process.

JERRY HITTLEMAN, Interim City Planner, stated that the bridge project was approved by Council in November of 2003 with a regular Coastal permit; however, those permits only last for 2 years. It expired in November 2005.

The bridge is located at the mouth of the San Luis Rey River. There is an existing Arizona crossing in this location. The new proposed bridge will be midway between the Arizona crossing and the North County Transit District railroad bridge. Two alternatives were considered on the Environmental Impact Report (EIR), one was to use the alignment along the Arizona Crossing. This was rejected by staff as well as by the California Coastal Commission. They felt it was too close to the beach and ocean. It would be detrimental to the views and would also affect Pacific Street as it continues north up Harbor Drive. The bridge would need to be at a higher elevation.

In 1985 and various other times, staff considered putting a bridge adjacent to the railroad bridge. This was found prohibitive for a number of reasons. The bridge would need to come in high over the levy at the harbor area. This would negatively affect Harbor Village.

Hence the proposed route comes across the river at midpoint and provides access to both east and west of Harbor Village. The bridge would cross the river in an "S" curve which would be 17 feet above the parking lot. It would angle down to Harbor Drive South in both east and west directions. There would be access to North Coast Village by an access road after a crossing is removed turning it back into beach and habitat. This would allow for a continuation of public access to the beach along the south side of the river. The bridge design has 6 piers that go into the water.

The project has gone through an extensive environmental review process. It has been approved by the California Coastal Commission. The City has also obtained regulatory permits from the Army Corps of Engineers, the Regional Water Quality Control Board and California Fish and Game.

Public Input

SHARON LUCARELLI, 910 North Pacific Street, who has lived there since 1976, asked what the traffic impact from the bridge would be. She likes the aesthetics of the bridge but is concerned about the impact on the North Pacific Street neighborhood which is all residential. She asked if it is feasible to implement a toll on the bridge in order to slow drivers' speeds and have revenue for the City. She asked about the impact to pedestrians and bicyclists. She questioned the reasoning behind the midway location of the bridge. Originally it was proposed along the railroad tracks. She asked if the proposed 17 foot high walls along South Harbor Drive are measured from the water level or the street level. She asked if it would take away views from North Coast Village and the condominiums along that area.

In response to Ms. Lucarelli, **PETER WEISS** indicated that staff has done a traffic study in regards to the project; however, they do anticipate a slight increase in traffic after it is built. They do not anticipate a significant increase. There are only two ways in and out of the Harbor. This will be one. The traffic study did indicate that there would not be any significant impacts to any of the local streets or intersections. Regarding a toll on the bridge, revenues are not needed because the City does have funding through the State and Federal Government to build the bridge. A toll would typically be used to pay off a bond debt. This is not needed. Staff does not recommend a toll in terms of slowing traffic down. If this does become a problem, staff would look into issues that the neighborhood would have in regards to traffic.

There will be a sidewalk on each side of the bridge for pedestrians and bicyclists. There will also be bike lanes going into the Harbor area. The bridge was placed at midpoint due to issues next to the railroad tracks being: (1) there would not be access to the free lot, and (2) the construction would also prevent access to North Harbor Drive. An additional road would also need to be constructed to have access to North Harbor Drive. The 17-foot walls will not look much different than the existing levees built by the Army Corps for the river. From an aesthetic point there will not be a significant elevation change. The change will exist on the Harbor side going over the top of the levy.

PAMELA MYERS, 910 North Pacific Street, approves of the aesthetics of the bridge; however, she would prefer the bridge to be constructed by the railroad tracks. She enjoys the river view which would be taken away and she does not favor the view of the wetlands. She has concerns about the construction on Pacific Street. There is a horrendous amount of traffic on North Pacific Street with a huge problem at the 4-way stop sign. She feels there will be a huge impact on Pacific Street. She hopes that the walls on the south side will not be blocking the views of the river. She has concerns regarding the 50-60 foot width of the bridge. She supports the bicycle lanes; however, feels the 8-foot width is too wide.

To clarify his earlier points, **PETER WEISS** stated the south side location [of the existing street along North Coast Village] will be at the same elevation that is currently part of Pacific Street. This will eventually be bike and pedestrian access to the beach but also a driveway for North Coast Village. The elevation at that portion of the road will not be changing. The change will occur on the portion of Pacific Street which is currently the access to the bike path.

CAROLYN KRAMMER, 904 Leonard Avenue, representing Citizens for Preservation of Parks and Beaches (CPPB), stated that Peter Biniaz, City employee, worked diligently on this project to bring the environmental community together. She, along with Marco Gonzales, Chairperson for the San Diego Chapter of Surfrider met with Peter Biniaz and Don Hadley on many occasions regarding the bridge. She thanked Peter for all his hard work.

JOAN BRUBAKER, 1606 Hackamore Road, questioned whether or not the proposed 17-foot wall would be at the same elevation currently at the north end of Pacific.

In response to Ms. Brubaker, **PETER WEISS** stated that the existing elevations on the south side as the bridge crosses over the river into the Harbor, needs to be above what is now the revetment for the levy which has a 3 foot concrete parapet wall. The bridge will be over that. Measuring from the river level up will be approximately 17 feet. The walls themselves at their highest point will be approximately at the same elevation as the existing parapet wall.

With no further public input, **CHAIRMAN WOOD** closed the hearing.

VICE CHAIR MACKIN moved approval [of staff's recommendation's including **Resolution No. 06-R0282-3**, "... approving a Regular Coastal Permit (RC-204-06) for a permanent bridge located at Pacific Street and the San Luis Rey River – Applicant: City of

Oceanside"] with a condition as follows: Upon completion of the project, Pacific Street, adjacent to North Coast Village, shall continue to be used to provide necessary public access to the beach for pedestrians and bicyclists. She is concerned with the vacation of the road.

COMMISSIONER SANCHEZ seconded the motion; however, she would like to add another condition. There is a public arts component to the bridge and she would like to include this in the project. She asked if this was still part of the project.

In response, **PETER WEISS** did not have an answer; however, will follow up with a memorandum regarding the public art component.

JERRY HITTLEMAN responded that the art component was contemplated on the north side of the project; however, he was not sure if it was approved. A monument or an archway could be possible on the north side of the project.

In response to Commissioner Sanchez, **VICE CHAIR MACKIN amended her motion** to add the art condition to the approval of the project.

COMMISSIONER SANCHEZ thanked Peter Biniaz for his efforts in the acquisition of \$18,000,000 in grant funds and his efforts in the project.

In response to Commissioner Feller, **PETER WEISS** stated that the bike path is intended to come up and around and tie into the bridge. Staff will later provide an exhibit that will show the bike path as well as the art component. Staff anticipates the bike path tying into the bridge. The bike path will not be disconnected on either side of the bridge.

COMMISSIONER FELLER thanked prior Commissions going back to 1998 for conceiving the project. Peter Biniaz was leading the way most of the time. This is a great improvement to the City's infrastructure. This will limit problems with the Arizona crossing.

VICE CHAIR MACKIN thanked Peter Biniaz and also thanked Rich Morrell.

CHAIRMAN WOOD noted that it will improve the Downtown area and the Harbor area. He is concerned about the quality of life for the affected residents in that area. He hopes that staff will address the traffic issues as they appear in that area.

Motion, as amended, **approved 5-0.**

[Recess was held from 6:38 to 6:53 PM.]

CHAIRMAN WOOD stated that Item 16 would be heard next.

16. **CDC: Consideration of a resolution approving Tentative Map (T-200-06), Development Plan (D-200-06), Conditional Use Permit (C-200-06), Regular Coastal Permit (RC-200-06) and Variations (V-200-06, V-201-06, V-202-06, and V-203-06) for the construction of an eight-unit residential condominium project located at 400-404 South The Strand – Applicant: Barry Venison**

CHAIRMAN WOOD opened the public hearing.

Regarding disclosure of constituent contact, **VICE CHAIR MACKIN** had contact with the applicant and the public, **CHAIRMAN WOOD AND COMMISSIONERS SANCHEZ, FELLER AND CHAVEZ** had contact with the applicant, the public and staff.

SHAN BABICK, Associate Planner, stated that this item is to consider an application for construction of an 8-unit condominium located at 400-404 South The Strand. The project proposes a 2-story 8-unit residential condominium with units ranging in size from 1,937-2,217 square feet. It is situated on a 13,441 square foot lot located immediately south of Pine and South Pacific Street. The project also proposes an

underground basement garage with 18 parking spaces, elevators and storage areas.

The project is also dedicating 5 feet on the northern property line for a public stairway access. Pedestrians will be able to access Pine and Myers Streets from the beach. The project is required to provide 20% landscaping and it is providing 5% landscaping. The project is also required to provide 1,600 square feet of common open space and it is providing 1,940 square feet. The vehicle access is from The Strand. Pedestrian access is from The Strand as well as South Pacific Street. The project density is 26.7 dwelling units per acres which is below the 29 dwelling units base density for this area.

The applicant is requesting several considerations. One is a Conditional Use Permit (CUP) for tandem parking. Tandem parking is allowed on The Strand with a CUP and also on lots that are 35 feet wide or less.

The applicant is requesting 4 variations. From the development standards the variations include: encroachment in the corner side yard setback, exceeding the maximum wall height, and inadequate common area in landscaping. In addition, the applicant is requesting relief from the development standards of encroaching onto the front yard setback. Encroachment setback requirement is 10 feet or a maximum of 5 feet with the City's additional approval. The second relief would be with the façade modulation. Projects are required to provide facade modulation.

Staff believes the proposed design is consistent with the newer developments on South The Strand area as well as the Local Coastal Plan. Staff believes that the density at 26.7 dwelling units per acres is also consistent with this area; and that the product size and type are also consistent with the area. The project does protect public views which are consistent with the Coastal Plan. The setbacks are 7-10 feet which are far larger than most of the existing developments located on South The Strand. The project also includes the construction of the public accessway on the north property line which is consistent with the Local Coastal Plan. Staff also approves the design of the tandem parking area.

The variations include: an 8-foot encroachment into the corner side yard setback, exceeding the wall height requirements within the front yard setback area, the hand rail exceeds the limitation for Proposition A, the 1,600 square feet common area requirement, and the project's 5% landscape area as opposed to the 20% landscape requirement.

Staff believes that the 8 foot encroachment into the corner side yard setback is warranted based on the dedication of the public accessway. Staff believes the project is consistent with the provisions in the Local Coastal Plan.

The small retaining wall in the front yard setback area, as well as the walls for the trash enclosure, exceeds the 42 inches height limitation requirements. The trash containers are not located in the garage because of the impracticality for trash truck access. The grade to the underground parking is fairly steep.

Regarding the uses of the common open areas, the ratio for private areas to common areas should be equal; however, the private areas are slightly higher on this project. The project utilizes the private open space, which is consistent with other developments in the area.

Additional standards are required for encroachments and façade modulation. The project encroachment on the setbacks and the façade modulation, are not variations but considerations for the Commission to approve. Due to the difficulty of the development on The Strand, regulations allow developers to encroach into the front yard setback area on The Strand and provide some relief to the façade modulation requirement. The southern building has that relief due to the driveway configuration. The northern building does not.

Staff believes that the project meets the intent of the Redevelopment Plan and the underlying Subdistrict goals. Staff believes the project is consistent with other similar projects in the area both in design, density and product type. The project is consistent with

the quality of design in the South Strand and consistent with the Local Coastal Plan from both an adequate view corridor and providing a public access way that increases accessibility to the beach. On May 1st, the RAC approved the project on a 6-0 vote. Staff recommends that the Commission adopt a resolution approving Tentative Map (T-200-06), Development Plan (D-200-06), Conditional Use Permit (C-200-06), Regular Coastal Permit (RC-200-06) and Variations (V-200-06, V-201-06, V-202-06, and V-203-06).

Applicant:

BARRY VENISON, Applicant and Developer, stated that his philosophy is to provide a project beyond standards and to provide a trail of quality and excellence. His projects upgrade the community and the neighborhood. He has done that with the past 5 homes that he has developed. His philosophy with The Strand continues which is much more of a challenge due to regulations and constraints on The Strand. He believes that developers should give special attention to the projects on The Strand because it is the flagship street of Oceanside with its proximity to the beach. He has done that. He has considered the desires of the local residents and the needs of the City. He determined that additional beach access was needed. He received criticism from his team for that decision. The project could be jeopardized with nuisance value, noise, graffiti, vandalism, etc. This may encumber his project. He looks at the big picture. He hopes the accessway would be called Venison Way and hopes it will be enjoyed by the public.

In regards to the building, quality materials and a great design continues his philosophy. It is a classy building with dark custom stucco and stone which is the same as that used on the Montage Resort. It will improve the look of The Strand. The project provides guest parking, his and hers cabanas downstairs, high 9 feet ceilings, great views, open floor plan, custom kitchens, custom bathrooms. It is of the highest quality and a marker for other developers on The Strand. This package is not presented anywhere else in the west coast coupled with the donation of the beach access. He loves that beach. He surfs there and is asking the Commission to approve the project.

DAVID SOANES, 6378 Paseo Potero, Carlsbad, architect, reviewed final project plans. He thanked staff for their direction. During the planning stage it was apparent that beach access was an integral part of the project. The final dedication of the 5 feet for public beach access and the horseshoe approach from South Pacific down the north side of the building is a critical part of the plan. It was determined that there may be some off-set benefits but not financial which were conforming measures to help the structure develop its ambiance. Some of the concerns were privacy issues with pedestrians walking towards The Strand.

At the Redevelopment Advisory Committee (RAC) meeting it was discussed that there was a 5-foot wall at the front of the building facing The Strand. There is a 63-foot long part of the building that is very near The Strand. The middle 21 feet of this structure is the section that a 5-foot tall wall. The remaining sections of the wall are two separate retaining walls, one is 2 feet tall and the other is obscured by the planting making it a very soft approach. Partially the reason for this is the requirement for the site distance from driveway access. This will also soften the part of the north building where the pedestrians will walk through for public access. There will be a crosswalk and stop sign proposed at the public access. Consideration is being discussed by the Harbor Master and developer regarding possible gates on that access.

The structure has some buttressing since there is no riprap shoreline protection to repel any wave that may come up. The project has a protection plan which includes placing bollards to close off the driveway during a storm. This is similar to the Ritter project that is to the north on The Strand.

The common open space variation would not be requested if the area for public access was utilized for the project itself. The public access has reduced the ability to provide for private and common areas on the property. It is a minor adjustment; however, the shift is more to private area than public.

Both variations including the wall on the setback and the landscape ratio are driven by the fact that the project has provided public access. It is a quality project; and Larry Taylor is available for technical questions.

LARRY TAYLOR, of Taylor Group, Inc., civil geotechnical engineer for the project, reiterated that the variations being requested are directly related to the dedication of the public beach accessway at the north side of the project. He had an issue which needed clarification on Condition No. 25-B on page 11 of the resolution requiring all onsite construction staging area are placed at a minimum of 100 feet away from any existing residential development when the project lot site is only 100 feet wide.

Public Input

LOUIS TASCHNER, 128 South Pacific Street, was under the impression that Proposition A was an absolute; however, staff has approached the Coastal Commission for direction on what encroachments are acceptable above the centerline at South Pacific for this project. He is not sure which map the developer is using; however, the centerline at South Pacific Street is at 36.4 feet and the project on the parapet is at 36.8 feet. To go from 20 to 5% open space is unacceptable. Staff supports the project's density. This is unacceptable. Density is controlled by parking, height, open space and setbacks. In this project setbacks are gone in the front yard. The project only lost 260 feet to dedicate the public access. This does not warrant the various variations. He does not support the developer.

CARLTON LUND, 400 North Strand Unit, #14, is a weekend resident. He applauds the City for the accomplishments in the downtown redevelopment. He was involved with one of the developer's row homes. On June 12 on the travel channel Mr. Venison's Tremont project will be presented. Mr. Lund has done approximately \$1,000,000,000 in real estate transactions as a real estate broker and he supports the quality of this project. Oceanside is booming. It is a hot market. This project will set an example. The public access included with this project is a gift. It is a great example to have this kind of standards set for the future. He applauds the work of this particular project.

SLEENE KOSINER, 711 Pier View Way, believes that this project will be a positive addition to the City. He believes loyalty to the City comes first and this project coincides with this philosophy. The individuals involved with this project do care about the City and wish to see the City advance.

JIMMY KNOTT, 124 Sheri Lane, feels that the public access is a generous gift; however, clarification is needed on whether or not the accessway is for all citizens. He did not see any access for the disabled. This should be addressed before any approval. He applauds the design and plans for the project.

CAROLYN WILT, 1719 South Pacific Street, stated this will be a great asset to the development on The Strand. The use of stone and glass will give this project an exceptional look that will turn heads. One of the features will be the much-needed public access to the beach. The developer has followed all of the rules including keeping the building totally below the level of Pacific Street. She hopes the project will receive the Commission's unanimous approval.

Applicant's Rebuttal

In response to public input, **DAVID SOANES** stated that the building's height is within regulation and not above Pacific Street. The garage height is being lowered an additional 4 inches to comply with regulation. In regards to the public access, it is not feasible to configure a ramp system or an elevator for the disabled. The accessibility is for ambulatory people. Full accessibility is located at Tyson and Wisconsin.

CHAIRMAN WOOD closed the public hearing.

VICE CHAIR MACKIN attended the Redevelopment Advisory Committee (RAC) where some questions were raised. She is confused that the presentation given by Shan Babick is not the project as described in the RAC meeting.

KATHY BAKER, Redevelopment Manager, stated that the site plan submitted by the applicant differs from what was presented at the RAC meeting. The preliminary designs consisted of two possible plans. The developer is using Plan A and not Plan B. There will not be public access from Pacific Street to the units as shown in Plan B.

VICE CHAIR MACKIN is concerned about the packet received by the Commission regarding the site plans and the presentation given is not the same. She questioned whether the Commission will be voting on the presentation or the submitted packet.

KATHY BAKER noted that the vote would be on the presentation. Corrected site plans could be given to the Commission at a later date.

BARBARA HAMILTON, Assistant City Attorney, stated that the project could be brought back at another meeting once the Commission has had a chance to review the correct site plan.

VICE CHAIR MACKIN was concerned about the location of the dumpsters in the southwesterly corner of the project on The Strand.

LARRY TAYLOR noted that they could provide a better solution for the trash. The dumpster location in their original plans was in the basement; however, it was not feasible due to access limitations for a full-sized dump truck. The developer had a discussion with Waste Management to discuss trash pick up. Waste Management agreed to pick up trash with a smaller truck. Later it was discovered that Waste Management requested money from the City for purchase of this truck. This was not acceptable, so the dumpster location was moved on the Strand. The Homeowners Association would have maintenance agreements re: trash pick up. They will hide the dumpsters with a tall enclosure and a lid or have them in another location if possible. Their preference is to have them in the basement.

In response to Deputy Mayor Mackin, he said that changing the location of the dumpsters would not completely alleviate the request for a variance regarding the wall height. The trash enclosure is part of that. Sections of the wall on the west side of the property are 5 feet high and the trash enclosure is 6 feet. The variation includes both. There is a 21-foot section of the building that has a 5-foot high wall.

DEPUTY MAYOR MACKIN has concerns with exiting the parking structure in regards to the line of sight. Possibly a mirror could be added for extra protection or other solution.

LARRY TAYLOR is completely agreeable to condition the project to add this safeguard or address this concern without a condition.

VICE CHAIR MACKIN reiterated that she does not feel comfortable voting on a packet that is not complete with the changes.

LARRY TAYLOR stated that he could review and itemize the differences of the site plan for the Commission. The northeastern corner is the public access and "T's" off to the south is a private walkway that goes towards the middle of the building. This entails an 18 inch high retaining wall on the east side of the walkway to create enough area to get in. The difference between the revised and the original staff report is that the original showed a separate private access going towards the middle of the project that goes into the same entry point. He clarified that walkway would have hand rails above on Pacific Street that would exceed the height of the roof. This would be at the same height as the current bollards and chains. The security gate is approximately 5 feet below the height of Pacific

Street. The access landing on the north side of the property is approximately 5 feet below the height of Pacific Street and below the height of the sidewalk. A security gate could be added that is still below the height of Pacific Street. The handrail will be above the height of Pacific Street for safety purposes. The handrail is not inconsistent with other public access points on Tyson and on the 600 block.

VICE CHAIR MACKIN prefers accessways to avoid obstruction of the views of the beach for those driving by. This railing design is attractive and safe.

LARRY TAYLOR clarified what is proposed is a combined public and private access at one particular point.

COMMISSIONER SANCHEZ apologized for not attending the RAC meeting early in the week due to her 50th birthday. She would prefer that the item return to the Commission for a vote after clarifications have been added. She does not like trash bins on The Strand. Other beautiful projects on The Strand do not have trash bins on The Strand. She is also interested in the landscape treatment of the bluff.

SHAN BABICK stated that the property boundary is approximately half way up the bluff as indicated on the site plan.

COMMISSIONER SANCHEZ would like to see the landscape treatment on the bluff added. She asked if parking would be the only use of the basements.

SHAN BABICK affirmed. Generally basements are not used often for parking; however, the San Miguel project does. Utilizing a basement for parking is a better design. Staff supports this. In response to Councilmember Sanchez, he stated that approval of this would not be setting a precedent for providing living space area in the basement due to the restrictions of the Uniform Building Code (UBC). A game room would be allowed but not other living areas, such as kitchens and bedrooms.

COMMISSIONER SANCHEZ stated that Mr. Knott brought up some interesting points. The access on Pacific Street was preexisting which was changed by the owners. The proposed project puts back the public access which was there previously. Americans with Disabilities Act (ADA) requirements may be needed for this public access.

SHAN BABICK stated that this issue was encountered with the Ash Street stair project. Twelve handicapped parking spaces were provided at that time to meet ADA requirements. The Strand Beach Park North is handicapped accessible.

COMMISSIONER SANCHEZ questioned the legal aspect of ADA requirements on a new access in regards to liability issues.

MAYOR WOOD noted that other Commissioners have questions and concerns on this issue. Staff needs to return to the Commission with more answers.

COMMISSIONER SANCHEZ' concern is that the proposed public access may need to be returned as private in the future if ADA requirements prohibit otherwise. She is also concerned about the landscaping requirements of 20% with 5% proposed.

She **moved** to continue the item to the May 17, 2006 meeting and have staff address further updated information (and respond to questions).

COMMISSIONER FELLER disagrees that ADA requirements are needed.

In response to Councilmember Feller, **MR. BABICK** stated that the RAC voted unanimously 6-0 for approval of this project.

COMMISSIONER FELLER stated that he is ready to approve the project. This is a quality project that needs to get started to replace 50 year old housing.

COMMISSIONER CHAVEZ noted that he attended the RAC meeting. At the meeting it was decided by the RAC that public access would need to be changed from Plan B to Plan A with access on the side because of Proposition A. The dumpster location was also addressed. The project is a quality project with a proposed tax increment of a \$135,000 per year to the City. The public access will be good for surfers. He has noticed that the bluff in that area is being trampled on because there is no current access. He agrees with Commissioner Feller and is ready to approve the project. If there were 6 more like it on The Strand, there would be \$1,000,000 in tax increment to the City. He thinks this is a wonderful project.

CHAIRMAN WOOD stated that the Commission is not prepared to vote on an issue without the correct information in the packet and he is not privy to the information at the RAC meeting. Questions need to be answered.

VICE CHAIR MACKIN clarified that a project that large requires a dedication of the public access. She would like to make sure this access is accessible to the public after it has been dedicated to the City. She noted that she attended the RAC meeting and they rushed through the meeting and there was not enough time to ask or answer all of the pertinent questions.

Motion was **approved 3-2**, with Commissioners Feller and Chavez voting no.

26. **Request by Councilmember Chavez for presentation by staff regarding Veterans' Hall located at 1617 Mission Avenue**

COUNCILMEMBER CHAVEZ stated that approximately a year ago 1617 Mission Avenue was considered as a possible location for a Veteran's Hall. This City needs a place for Veterans to gather.

MAYOR WOOD thanked Councilmember Chavez for agendizing this issue. In the past he and the City Manager have discussed this matter with a group of people at the Senior Citizens Commission.

PETER WEISS, Public Works Director, stated that this issue came by surprise since other items on the agenda being discussed are the allocation of funds for the jail demolition and also remediation to occur at the 1617 Mission site. The jails will need to be removed which will return to Council at a later date. Regardless of the use of the building, there needs to be the removal of the jail, seismic work and fuel remediation for past linking fuel tanks. Remediation is proceeding and should be done within a 2 year period.

Approximately 1½ years ago Council approved \$1,500,000 towards the Emergency Operations Center (EOC) for that building. As part of that, demolition was started. Electrical, heating, and ventilation was installed for any future use of the building. Alternate locations were looked at for the EOC. The sewer treatment plant was considered on an interim basis. Renovation on Fire Station 6 was also considered on an interim basis. Staff considered looking at 1617 Mission and utilizing some of the area for the Veterans Hall. Recently the EOC alternative site consideration is a permanent center at this old OPD building. The Fire Department is also looking at that building at the 1617 Mission as a possible location for the Regional Fire Dispatch Center. If the EOC, the Regional Fire Dispatch and the backup 911 are housed at 1617 Mission, this will leave minimal area left for any alternate use.

Staff has been looking at other alternate sites that the City owns that may be easily converted for use as a Veteran's Hall. Preferences of the Veterans are not known at this time. The old Playgirl Club was considered as a location; however, this has its own unique challenges and problems. Both Redevelopment and Economic Development are trying to utilize this area for a higher class restaurant. There are limited choices of City-owned buildings which the City can convert for use by the Veterans. The 1617 Mission has some potential; however, it also presents a challenge with the limited shared space available for

May 3, 2006

Joint Meeting Minutes
Council, HDB and CDC

any alternate use. Staff needs to consider what is needed today in regards to public safety. Staff is available for questions.

COUNCILMEMBER CHAVEZ does not like to see a conflict between the City and the Veterans.

In response to Councilmember Chavez, **FRANK MCCOY**, Police Chief, stated that the City needs an EOC in order to be prepared in the event of a major disaster in the community. From his 4-month Police perspective in Oceanside this site is not the best alternative for an EOC; however, the City does need one. This is an old Police Station. The current Police facility on Mission Avenue was made available to the Police Department on a temporary basis; however, his understanding is that it was to be for a 10-year period. The Department has been at this location for 6½ years and currently there is no plan for a permanent location. He asked Council to consider approval of moving forward on a consultant to look at possible locations for a permanent Police Facility. This would be in line with what the Fire Department is trying to achieve for their department.

COUNCILMEMBER CHAVEZ is in support of this idea. There is the monetary issue to consider; however, a permanent solution for the Police Department, Firing Range and EOC need to be addressed. He would be in support of a long-term plan for all public safety. He is also in support of taking action to find a location for the Veteran's Hall.

MAYOR WOOD stated that a permanent location for the Police Facility is not on the agenda for discussion but can be agendaized and brought back to Council. The location at 1617 Mission was an idea for a Veteran's Facility; however, this is also under consideration for housing the EOC and the Regional Fire Dispatch Center.

CITY MANAGER JEPSEN stated that at one point the City was optimistic in utilizing a joint use. After demolition at this location provided 17,000 square feet of space, the combination of the service clubs with the EOC seemed possible. Since then, both the Police and Fire Departments have considered this solely for an EOC or possibly with a training facility. This is their preference. The recent budget will recommend funds necessary to move the Fire Dispatch which was known as Rancho Santa Fe which is now North County Consolidated Joint Powers Authority (JPA) for Fire dispatch. If the City joins this dispatch, the JPA will be at maximum capacity. The JPA is considering the 1617 Mission location as a possible site. If so, their needs would take approximately half of the building. If this is done with the other half used for a backup 911 facility and the EOC, there would not be any viable room left for service clubs. An alternative City-owned location may be the Playgirl Club, and the Moose Lodge is for sale; however the Playgirl Club may not be useful from many perspectives. Unfortunately, the City has built up expectations for the service clubs.

ROB DUNHAM, Fire Chief, stated that when the City considered moving into the dispatch at Rancho Santa Fe which is now North County Dispatch JPA Center. He asked the director of administration at the center if the center could accommodate the City from a space standpoint. The director affirmed. At this time accommodation is possible because of the additional 3,500 square feet. The center could handle the extra staff needed for handling the City's dispatch. The City's call volume will increase the center's work by 30%. At that point the regional center will be at its maximum and would need to search for ancillary space in the area of Rancho Santa Fe. In approximately 2-3 years, they anticipate Escondido Fire Department requesting dispatch help as well. The regional center is currently in a type-5 frame and stucco building in the middle of a Eucalyptus grove in Southern California.

Other locations have been considered in the past few years. One of the locations considered was in the Escondido Safety Center but was not feasible. Alternative locations in North County have been considered. The regional center would prefer to be within the jurisdictional boundaries of one of the members of the JPA.

Last Thursday the Board of Directors of the JPA voted to approve a contract with

the City of Oceanside. Oceanside offers the JPA several items with the 1617 Mission building. The building is not as hazardous as the current location. The employees will not have to commute a long way which is currently an issue. The building may be offered at a very reasonable price because there are no rent issues. The JPA is very interested in moving to this location. The advantages to the City are that the EOC/JPA Center and the Police Facility Dispatch Center may be used if one or the other buildings became untenable for whatever reason during an emergency. The current plan with the JPA center for an emergency would be to use the Sheriffs Department in Kearney Mesa. This could jeopardize their ability to dispatch up to 1-3 hours. To reiterate, the advantages to the City is that Oceanside can trade off dispatch centers as necessary to meet the need of a disaster; they could move personnel from one location to the other to take care of any immediate need. This would also benefit the JPA being in the 78 corridor area, having a safer facility and easier accessibility.

MAYOR WOOD asked if the facility on College Boulevard (the old Fire Station) may possibly be used for either the Regional Dispatch Center or for the Veterans group.

CITY MANAGER JEPSEN did not believe that would be feasible as a regional center due to its small size. It is smaller than the Rancho Santa Fe facility. Also, he did not feel it would be suitable for the Veteran's group. This is a dilemma for the City. It may be possible to consider building a new facility; however, funding is an issue. The City will need to evaluate this issue in the near future since the existing location for the EOC is temporary. It may be possible to use the treatment plant for the EOC and Fire Station 6 for the back-up EOC. This would leave a space at the old Police Facility for the service clubs, utilizing half of the building. His concern would be if there was a flood emergency and operations needed to be moved to Fire Station 6. Fire Station 6 is currently an Emergency Operations Center. The treatment plant has all of the security measures that both Police and Fire were originally interested in.

MAYOR WOOD asked staff to consider appropriate locations for the EOC and Council will give their input.

COUNCILMEMBER SANCHEZ stated that she recalls attending meetings along with the Mayor/City Manager approximately 1 year ago to discuss possible locations for the Veterans group. The location of the EOC and public safety is the No. 1 priority. However, Council should direct staff to return with recommendations on the proposed suggested sites for the North County Dispatch JPA. This is a feat to have this facility in Oceanside considering the phenomenal equipment that the current facility utilizes. This would be a good move. It is also important to find a location for a Veteran's Hall for the next 10-15 years.

DEPUTY MAYOR MACKIN supports veterans whole-heartedly. She appreciates their efforts. The Moose Lodge building could be considered; however, it does need some TLC. The City will need to consider possible locations.

In response to Deputy Mayor Mackin **NATHAN MERTZ**, affirmed that 1617 Mission was considered for a skate park; however, it was never approved; only discussed.

DEPUTY MAYOR MACKIN stated that parking availability needs to be considered when selecting a location such as the old Playgirl Club. She would like parking availability to be priority when selecting a location.

COUNCILMEMBER FELLER stated that the Elks Lodge is struggling. The City should look at partnering with the organization to utilize the building. He is not certain of the logistics; however, it may be a successful opportunity for both the City and the Elks. This may prove positive if the City invested money into the building.

COUNCILMEMBER SANCHEZ agreed that is a good idea. The Elks are trying to sell land to save the Elks Lodge. A partnership with the City may be a possible solution.

COUNCILMEMBER FELLER clarified the partnership would be in relation to the building.

COUNCILMEMBER SANCHEZ added that the parking lot and the safety of the building need to be addressed. A partnership should be thought about.

MAYOR WOOD agreed.

Public Input

JAMES JONES, has been the Commander of Post 9747, and 10577 has been in Oceanside for years. Post 9747 merged with Post 10577. They are the oldest post in the district; and San Diego District is the largest district in the State. Post 9747 found it necessary to merge with 10577 or they would lose their charter. Since this merger, the post has been able to bring to Oceanside 3 All-State Championships and last year 1 All-American. This is significant because this title represents the number 1 post in the entire world. For over 22 years they did not have a location for their post. They would often meet in the Commander's garage. Post 10577 is currently meeting at the Moose Lodge. New members have come to their post in Oceanside; however, they do not stay. They go to San Marcos, Vista or other areas. The post members not only meet but are actively involved in community programs. In order to become All-State All-American champions they must fulfill 29 community service programs ranging from scholarship programs to helping elderly.

He is also the coordinator for the Military Assistance Program (MAP). This is not only for Oceanside but for the entire district. He is also the coordinator for the Unmet Needs Program for the State and he is a certified recruiter for the entire organization. The Veteran's have been pushed back for 22 years and they are tired of meeting in garages and other locations other than their own. He would like the support of the City. When he worked for the City 5 years prior, a building was promised; however, something always came up. They do a lot of community work and are entitled to a location of their own.

DARRYL CLINE, 320 Crouch Street, fully supports finding a new location for the Police Department; however, he also supports the Veterans. This City is a major military city. He belongs to the Purple Combat group whose members are wounded veterans. They have waited for over 50 years to get a memorial. This city has no veteran's memorial or veteran's post. Buddy Todd Park was dedicated to a soldier back in 1943 and now it is 2006. This City needs a memorial to the Veteran's. Sometimes it has been necessary to meet at a fast food restaurant in order to keep the post going. As residents of this City it is necessary to find a location for the Veterans.

CHUCK ATKINSON, 4945 Calle Sebrado, past Commander of the American Legion Post 146 in Oceanside, has experienced being bounced to different locations much like the Veterans. At one time they used the Elks Lodge but were later charged \$50 per month for use which became difficult to pay for a non-profit organization. They had various fundraisers for various community programs; however, they need a facility to do a better job for the community. He is asking for help for all veterans. The American Legion has the largest membership in Oceanside.

ADRIAN BARBOUR, 774 Lockwood Place, noticed similarities between the needs of both public safety and the Veterans groups. From a Homeland Security perspective which governs the EOC requirements since 2004, the National Incident Management Systems (NIMS) and the National Response goals are directly linked to dispersing of grant funds. If the City is able to come up with a public safety location for the EOC, dispatch center, veteran's memorial and a location for the veterans groups, Community Emergency Response Team (CERT) Funds would be available which are State and Homeland Security related. If these funds are used, Homeland Security requirements are in place. Buildings would stay active and the systems tested. A large voluntary group would be using the same facility which would be assisting during emergency disaster applications. A large facility will be needed to address all these needs. He does not see it as a dichotomy. They could be addressed together. If the City wants to utilize these funds, then they will need to meet the requirements which are relatively new.

PETE MAGANA, with Post 9747, stated that the Post's charter was on May 25, 1966 almost 40 years to date. The Veterans have not had a home during this time. Members were gathered to decide between one of two goals, either to raise money for a building or for scholarships. Without question they invested in their youth by raising money for awarding scholarships. They have been awarding scholarships for 40 years. The Veterans of Oceanside need a home.

FRANK ZUGAJ, 121 North Barnwell Street, stated that the American Legion has been in Oceanside since 1919 when they received their first charter. They have not had a post home but have been in different locations throughout the City. They are also active in the community. They sponsor a Boys State and Girls State which involves students learning about politics. They also work with the Cub Scouts and the Veterans Hospital.

When 1617 Mission was considered as a possible location for the service clubs he was pleased. 17,000 square feet would have provided adequate space for including a ballroom. This would be available for banquets which would be good for the Veterans and the City. In 1992 Fire Station 6 was considered as a location for the veterans; however, it is not large enough. The Moose Lodge would need a lot of TLC. The Elks Lodge would be a good location; however, it is not large enough to house all the service organizations.

JIMMY KNOTT, 124 Sheri Lane, stated that this issue needs a more permanent solution. After discussing this with Committee Member McNeil of the El Corazon Planning Committee he believes that there is room available for the Veterans at the planned community center. The Veterans Groups are great fundraisers. The City should partner with the Veterans allowing them to use the facilities on a temporary basis and join together in seeking Federal/State monies and donations for a permanent solution. A memorial could be placed at that location as well between the Senior Center and the Community Center. Ample parking would be available, as well as other services that the Veterans could take advantage of. He asked Council to consider this.

COUNCILMEMBER CHAVEZ thanked everyone for supporting a location for the Veterans. He recommended heading an ad-hoc committee along with another Councilmember. As a lifetime member of the GI Forum, Veterans of Foreign Wars, American Legion and First Marine Division Association, he has a passion for this.

MAYOR WOOD would like to assist with this. He is pleased with the support of Council. An ad-hoc committee is a good idea working with Police and Fire as to their needs.

COUNCILMEMBER SANCHEZ supports this and would like to see the Playgirl Club as an interim location for the Veterans with long-term plans for a location at El Corazon as suggested. This would allow time to apply for federal grant funds. Council could ask the assistance of Congressman Darryl Issa. She believes he would be in full support of this. There has been several possible uses suggested for the Playgirl Club; however, we need a short-term solution now. She would like the ad-hoc committee to consider this. She does not want tension between the Police and Fire Departments. She was hoping to see a street dedicated to the military in the Redevelopment area with a military museum, a veteran's memorial and shuttles to Camp Pendleton. Unfortunately since the 911 disaster, security is more of a concern. There remains a need for a military museum, veteran's hall and memorial. The ad hoc committee should be addressing this.

DEPUTY MAYOR MACKIN has sat on the El Corazon Planning Committee since its inception and a Veteran's Hall and war memorial has been a desired use for El Corazon. She supports an ad-hoc committee to address this.

BARBARA HAMILTON, Assistant City Attorney, stated that the City recently established a policy regarding ad-hoc and standing committees. She noted that that this ad-hoc committee should be pursuant to the new policy. It may make sense to bring it back on a consent calendar or general item to lay out clearly what the scope of the committee is and the jurisdiction so that it complies with those guidelines. She would be

happy to assist Councilmember Chavez with this.

MAYOR WOOD announced that this is to direct staff to return to Council with the formation of an ad-hoc committee. Council concurred.

COUNCILMEMBER CHAVEZ thanked the veterans. He is eager to start the ad-hoc committee.

17. **CDC: Introduction of an ordinance amending the "D" Downtown District Zoning regulations (ZA-200-06), and adoption of a resolution approving a Local Coastal Plan Amendment (LCPA-200-06) amending the development standards to reduce the building height from 35 feet to 27 feet or two stories, whichever is less, within Subdistrict 5 for the area located on the west side of North Pacific Street between Surfrider Way and Breakwater Way – Downtown District Height Reduction – Applicant: City of Oceanside**

CHAIRMAN WOOD opened the public hearing.

Regarding disclosure of constituent contact, **VICE CHAIR MACKIN** had contact with staff, the public and Coastal Commission, **CHAIRMAN WOOD AND COMMISSIONERS SANCHEZ, FELLER AND CHAVEZ** had contact with the public and staff.

SHAN BABICK, Associate Planner, stated that this is the introduction of an order and adoption of resolution reducing the overall height on North Pacific Street from 35 feet to 27 feet between Surfrider and Breakwater Way. Prior to 1991 the height limitation on the west side of Pacific Street between Surfrider and Breakwater was 27 feet; however, this was changed in 1991 to 35 feet to be more consistent with the like residential areas. For the past 15 years there has been very little development in that area. There has been one project which was a duplex project that was remodeled. Most of the buildings are 27 feet tall. Staff has evaluated the reduction from 35 to 27 feet and believes reducing the height limitation is appropriate for this sub-district of this small area. The reduction for this height limitation would not deter further development of this area. This reduction is consistent with the Local Coastal Program. It will provide further visual access for the properties located east and west of the proposed areas of reduction. Staff recommends the height limitation of Subdistrict 5 be reduced from 35 to 27 feet or two stories whichever is less, between Surfrider and Breakwater Way. Staff also recommends that no exception be allowed above the 27 foot limitation such as penthouses and flagpoles, etc.

Public Input

JASON BECK, 910 North Pacific, #11, supports this height limitation reduction for quality of life reasons. The development across from his condo would possibly block his view which would devalue his units. \$5,000,000 in value would be lost if the views on his buildings are lost. It does not make sense financially and for aesthetic reasons.

SHARON LUCARELLI, 910 North Pacific, is in support of the reduction of the height limitation. She is also in support of the side setbacks at no less than 5 feet with see-through fencing. She supports this for a number of reasons. She believes that the stair step idea from The Strand up to the east side of North Pacific Street is a great concept. She hopes the Commission will approve this change.

PAMELA MYERS, thanked staff for coming to her neighborhood and meeting with them. This will not only be good for the neighborhood but it will be good for the City. She supports the reduction of the height limitation.

RENNY DOWLING, 1716 South Pacific, applauds the reduction of the height limitation. She also asked to limit the exceptions to the rule. She asks to include the area on South Pacific Street on the west side. She agrees with limitations of the side yard setbacks. Currently there are 27-foot high walls on the bluff. There should not be any exceptions.

With no further public input, **MAYOR WOOD** closed the public hearing.

DEPUTY MAYOR MACKIN submitted for the record, 17 letters in support of the height limitation. The next item is to look at the height limitation on South Pacific. She **moved** for approval. [Note: This action was a CDC approval to introduce an ordinance and adopt a resolution on May 17, 2006.]

COUNCILMEMBER SANCHEZ seconded the motion.

In response to Councilmember Feller's question, **SHAN BABICK** stated that the North Coast Village is higher than the limitation but it was built in 1972. There is another building south of that that is also higher than the 27 foot limitation. In the event that this building burned down, the owners would be allowed to build another structure under Section 3010 to the density and height of the previous structure; however, the owner must try to conform to the parking and landscaping in the area. He does not know why there was not opposition when the Council in 1991 raised the height limitation to 35 feet.

Motion **approved 5-0**.

GENERAL ITEMS

20. **Council: Adoption of City Council Policy 300-26 requiring the use of story poles for development projects located within the Coastal Zone west of Interstate 5**

ROMAN ANISSI, Senior Planner, stated that the item before Council is the proposed story pole policy. This is to assist with anticipated new construction during the discretionary review process prior to a public hearing. The story pole policy would also be effective for new projects under Community Development. Staff drafted the policy to require story pole installation and certification for new projects proposing developments in the Coastal Zone and west of Interstate 5 that trigger a regular coastal permit.

[Councilmember Chavez left the dais at 9:22 PM.]

At the 1/19/06 Planning Commission Workshop the story pole policy was presented. The Commission did not vote on any of the issues; however, did agree with staff that the best location to implement this policy would be in the coastal zone west of Interstate 5. Projects requiring a regular coastal permit would be the best trigger for such as policy. Other issues discussed were costs for story poles. Story poles could range from \$500-\$5,000 and possibly higher. This does not include the architecture and/or the engineering fees charged to process the story poles. The Commission also discussed the materials to be used for the story poles. Materials should not create any noise issues. The flags hanging from the poles should not create any noise for the adjacent neighbors. The policy addresses all of the issues raised at the Planning Commission meeting, as well as, the proposed location of implementation. It will be west of Interstate 5 only in the coastal zone. It includes the Harbor area, as well as the Downtown Redevelopment area. An illustration will be available for applicants as an information piece showing details of the requirements.

[Councilmember Chavez returned to the dais at 9:25 PM.]

The story poles would need to be made of either wood or PVC piping. The ridges and the roof top would be indicated by tape on the poles to indicate a silhouette of the project. This method has been successful in other jurisdictions. Out of 5 north county coastal areas, 3 of the cities have a story pole policy. Only the cities of Carlsbad and Oceanside do not. There are some minor waivers accepted only with the support of the City Planner. If the City Planner decides that the addition would not create any visible or visual impacts, he/she could waive the requirement on a minor basis. The City of Encinitas does waive that requirement if there are no visual impacts. The applicant would provide photographs to prove that there were no visual impacts by the proposed addition. The

policy also provides checks and balances.

The policy also requires that an architect develop the plan with all subsequent certifications for height made by a registered land surveyor or an engineer in order to provide a way of checks and balances. They would be required to use City adopted data points in measuring height for story poles. If approved, the story pole installation will be required 30 days prior to a public hearing. The associated plans would need to be submitted three days following the installation of story poles. The removal of story poles would only be after any and all appeals have been processed and the project appeal periods have ended.

If the Council does approve the story pole policy, the policy would take affect immediately with approximately 20 projects that are in the works that have not been deemed complete. They would need to install story poles during their discretionary review process. There is an additional 10 projects that have not been deemed complete. They would not be subject to this process. This issue was raised at the Redevelopment Committee meeting this past Monday. At the direction of the Council, staff could remove this requirement and only have it apply to new construction. When a project is not deemed complete the applicant has an opportunity to make changes to a project. Staff believes that the policy may be warranted because the final design of the project would not be known.

Staff recommends that Council adopts the policy as written. Staff could return in 6 months to make any changes to the policy that may be needed. Since this is a Council policy, there would not be a need for coastal amendments. Policy may be implemented immediately if needed.

DEPUTY MAYOR MACKIN received 20 letters in support of story poles. She has also received communication outside of the coastal zone that finds value in story poles not only in the coastal zone but in other areas. She **moved** for approval [of staff's recommendation to implement Council Policy 300-26, "...requiring the use of story poles for development projects located within the Coastal Zone west of Interstate 5."] She is confused between establishing Council policy and amending Local Coastal Plan.

In response to Deputy Mayor Mackin, **ROMAN ANISSI** stated that Council policy could be removed by a future Council, whereas a coastal amendment could not be overturned by a subsequent Council. This would need to return to Council to be overturned. In order to amend the coastal plan, staff would need to process a request through the Coastal Commission which could take some time.

DEPUTY MAYOR MACKIN checked into the cost of story poles with 5 story pole companies. The \$5,000 is for large commercial uses. The basic cost for residential is \$500-\$1,000. She is excited to implement this type of policy in order to satisfy everyone's needs and to help staff. She is thankful for projects that implement story poles as part of their project. She would also like to add it to the local coastal plan in 6 months. She would like it implemented immediately.

Motion died for lack of a second.

Public Input

JIMMY KNOTT, 124 Sheri Lane, is disappointed that there was not a second to this motion. When the hotel development proposed a design they did not include the hillside design or the other building. The proposed design did not show the public that this project would create a canyon. This is negligence.

JOAN BRUBAKER, 1606 Hackamore Road, agrees with Mr. Knott and supports the motion.

PAMELA MYERS, 910 North Pacific Street, #35, is shocked that Council did not second the motion. She has a letter from Joe Ventana who fully supports this issue. She

asked Council to change their hearts. The beaches are the City's most precious asset. It will not hurt developers to have a story pole policy. Residents have been here for 20-30 years. She asked Council to implement the policy. She feels that this is a no-brainer. She has invested in Oceanside for 14 years.

SHARON LUCARELLI, was unaware of what a story pole is. She is in support of using them for every project because they give a true visualization of height and the bulk of all projects. In the long run, they will save the builders and the contractors' a lot of money. On the west side of North Pacific Street there was a house built 20 years ago that had to be torn down because someone complained. Had they used story poles they could have saved themselves a lot of money. She believes story poles are a good idea and the cost is not that much.

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JASON BECK, 910 North Pacific, came to Oceanside because of development. He was the former project manager for Biogen IDEC, now Genentech. They provided story poles for that project for their own internal use in order to take an aerial photo of the plot to show it to their employees. The cost was \$3,500 which was erected and demolished in one day. This was a large campus. The cost will not be cost prohibitive. He has learned about creating confusion to avoid accountability. If this is done one does a disservice to yourself and the community. If you have something as valuable as the Pacific Ocean view, you should portray an honest picture. If you are in support of this, you are about integrity; otherwise, one is about creating confusion to avoid accountability. He supports this policy.

PUBLIC HEARING ITEM

15. **Council: Adoption of a resolution to update the City's Development Impact Fees by 6.87 percent, based on the Construction Cost Index increase**

[Deputy Mayor Mackin left the dais at 9:46 PM.]

MAYOR WOOD opened the public hearing.

Regarding disclosure of constituent contact, **COUNCILMEMBER SANCHEZ** had no contact; **MAYOR WOOD** and **COUNCILMEMBERS FELLER** and **CHAVEZ** reported contact with staff.

PETER WEISS, Public Works Director, stated that the item is the annual update of the City's development impact fees. Last year the fees were raised approximately 45%. These fees had not been updated for quite awhile. Based on input received from the Building Industry Association (BIA) and Council, the direction was to bring the fees back on a more regular basis, based on the construction cost index, rather than wait and have a large increase later. Therefore, staff recommends a 6.87% increase to the development impact fees based on the construction cost index. Staff has had discussions with Scott Malloy, with the BIA. Although they have reservations about fees, the BIA does understand that the fees are being raised appropriately by an appropriate amount. At this point they do not have any specific objections to the fees coming forward.

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Public Input

JIMMY KNOTT, 124 Sheri Lane, finds it interesting that staff is requesting fees based on the construction cost index (CCI), when he had previously asked for something based on the Consumer Price Index (CPI). The mobile home park owners are limited to 75% of the CPI for any increase. He feels the CPI should also apply to these fees if Council wishes to be consistent. He believes the developer impact fee increase should occur. With just the price of gas rising, it is necessary. If this was an automatic feature in the fees, staff would not have taken the time to come before Council.

With no one else wishing to speak, **MAYOR WOOD** closed the public hearing.

COUNCILMEMBER FELLER would not vote for this item no matter what the BIA representative or anyone else said. The last increase was beyond reasonable. He agrees with Mr. Knott that, if the increase is implemented, it should only be a CPI increase to be implemented every year.

COUNCILMEMBER SANCHEZ moved approval [of staff's recommendation to adopt a resolution to raise the City's Development Impact Fees by 6.87 percent, based on the Construction Cost Index increase]. The 75% of the CPI used for an increase for the mobile home parks has been upheld. However, that is just for the housing. It is not for transportation, clothing, etc. CCI is the actual construction cost index directly related to development and impacts from development. If the City does not have the impacts paid by those who wish to impact the City, then the current residents will have to pay for the impacts. She asked if the previous fee increase was also based on the CCI.

MR. WEISS explained that, because some of the development impact fees had not been adjusted for over ten years, staff actually used the lower rate, which was the CPI, to keep the increase a little lower in catching up. However, over the last 2 years the costs of construction, particularly related to concrete and other construction materials, have increased disproportionately to the CPI. That is why staff is using the CCI for the increase.

COUNCILMEMBER SANCHEZ agreed, stating the increased materials costs are due to the rebuilding after Hurricane Katrina, building occurring in China, etc. Therefore, the construction costs for public roads, etc. are increasing. She reiterated that, if these costs are not paid by those who wish to do the development, then it will be paid by the residents. It is either a tax on the residents or a cost of doing business by the development. Therefore, she moved approval.

MAYOR WOOD seconded the motion. Motion **tied 2-2**, with Councilmembers Feller and Chavez voting no, and Deputy Mayor Mackin absent.

CITY CLERK WAYNE announced that, based on the Councilmember's absence, the item will automatically come forward at another meeting.

GENERAL ITEMS - continued

18. **Council: Approval of plans and specifications for the demolition of jail cells and accessory buildings located at 1617 Mission Avenue, and authorization for the Public Works Director to call for bids**

GARY KELLISON, Senior Civil Engineer stated this is a prerequisite step to any use at the old Oceanside Police Department (OPD) building. The scope of work includes removing the unreinforced concrete jail cells, building a new exterior stud wall framing at the west end of the building and removing some of the dilapidated accessory buildings at the site. Staff requests Council's approval of the plans and specifications and authorization to advertise for bids.

COUNCILMEMBER FELLER moved approval.

COUNCILMEMBER CHAVEZ seconded the motion, which was **approved 4-0**, with Deputy Mayor Mackin absent.

[Deputy Mayor Mackin returned at 9:55 PM.]

19. **Council: Authorization to award a contract in the amount of \$18,095,578 to MCM Construction, Inc. of North Highlands, California, for construction of the Pacific Street Bridge over the San Luis Rey River project, and authorization for the City Manager to execute the agreement upon receipt of all supporting documents**

Although the item is to award a contract, **PUBLIC WORKS DIRECTOR WEISS** reported that staff forwarded a memorandum to Council on May 2, 2006 stating that, based on a 9th Circuit Court of Appeals ruling, Caltrans has notified everyone in the State that any project that does not have a valid executed contract and that is using funds such as the City is using for this project is prohibited from entering into a contract at this point. The reason is the Disadvantage Business Enterprise (DBE) program that Caltrans has been using and that the City has been following for years has been determined to be invalid. Caltrans is modifying their requirements to go to a race neutral DBE requirement. Unfortunately, this does not mean much for the City because the low bid contractor made a good faith effort to comply with the prior DBE requirements. The same requirements that contractor provided in his bid would comply with the new requirements. However, in order to avoid any issues, Caltrans will not fund any projects unless they are re-bid. Therefore, staff is requesting that Council reject the bids that were received and authorize staff to re-bid the project.

Staff has begun modifying the bid documents, with the intention to expedite the bid process so that they can return to Council within 2 months. They will have to run the bid documents through Caltrans' review, but they believe that can be done quickly. They hope to award a contract and start work later this fall. However, the reality is that the City does not have the ability to award the contract at this point.

COUNCILMEMBER FELLER asked what happens to the low bidder and other responsive bidders. The ruling does not change anything.

MR. WEISS agreed; however, all of the sealed bids have now been opened so all of the bidders know what the low bidder and other bidders bid. Everyone gets to resubmit a bid. Recognizing that the cost of fuel has increased since the previous bid, there will be some change in bid prices. This is an \$18,000,000 project. There will be interest in this project from all of the bidders. It will be more competitive, and the low bidder has some disadvantage. He has to understand that all of the bidders get to re-examine their numbers. At this point, the costs that the bidders absorbed for preparing the bids will be lost. Since Council is rejecting all of the bids, it wipes the slate clean, and they start over. Essentially, staff has become very good at prioritizing process over product. That is the problem. Due to the environmental restrictions and when they can work, the City needs to move forward quickly to start work prior to the breeding season for the endangered species which stops the work. Therefore, they want to proceed expeditiously.

COUNCILMEMBER SANCHEZ noted that the construction costs continue to increase, as well.

COUNCILMEMBER FELLER moved approval of staff's recommendation [to reject all bids and authorize staff to re-bid the project].

COUNCILMEMBER SANCHEZ seconded the motion. She inquired if staff will ensure that it will be lowest and most responsible bid in light of the change orders, and **MR. WEISS** confirmed that.

Motion was **approved 5-0**.

21. **Council: Adoption of a resolution adjusting the 596 Golf Capital Improvement Program (CIP) Fund surcharge, as follows: from 50 cents to \$1 for 18 holes, and from 25 cents to 50 cents for 9 holes; and adoption of a resolution adjusting cart rates for the Oceanside Municipal Golf Course for 2006, as follows: from \$9.75 to \$10.75 for 18-hole resident, per rider; from \$11 to \$12 for 18-hole non-resident, per rider; and from \$7.25 to \$8.25 for twilight golf, per rider**

NATHAN MERTZ, Management Analyst, reviewed that in 1982 the City leased the operation of the Oceanside Municipal Golf Course, located at 825 Douglas Drive, to the American Golf Corporation. In the 2nd Amendment, Section 4 to the Master Lease Agreement, it provides for an annual rate adjustment based on the CPI for the San Diego region. Additionally, there is a rate adjustment that American Golf may call for that is to be based on comparing rates with other municipal operations. Historically, the City has raised rates in accordance with the CPI. This year, American Golf has determined that the City's current green fees are competitive with the surrounding municipal golf courses and so are requesting that the only fees to be raised are the golf cart fee rates. They would request a change of \$1 across the board. This would make the 18-hole resident per rider fee increase from \$9.75 to \$10.75; the 18-hole non-resident per rider fee would increase from \$11 to \$12; and the twilight or 9-hole rate would increase from \$7.25 to \$8.25.

In addition to this request, the City's Golf Committee, the Parks and Recreation Commission, staff, American Golf, and the Men's and Women's Clubs have all agreed that the Capital Improvement Program (CIP) surcharge that is paid in addition to the green fee needs to be raised in order to complete some of the desired projects, such as the driving and practice range. The increase would enable the City to increase its revenues for the CIP fund to build the projects. When a player pays for 18 holes today, they would pay the green fee plus 50 cents. The requested change is to double that amount to \$1. For 9 holes, it would change from 25 cents to 50 cents. The increase would double this portion of the revenue to the CIP fund. The CIP account has 3 revenue streams: the CIP surcharge, a City contribution of a 3% match of American Golf's gross revenues, and an equal 3% of gross revenues from American Golf. The City receives about \$120,000 per year. Doubling the surcharge fee would raise the revenue about \$40,000 per year, or \$160,000 annually in this account.

COUNCILMEMBER SANCHEZ noted this increase was approved unanimously by the Parks and Recreation Commission, and she **moved** approval [of staff recommendations to adopt **Resolution No. 06-R0283-1**, ". . . approving the 596 Golf CIP Fund surcharge rate increase at the Oceanside Municipal Golf Course" and **Resolution No. 06-R0284-1**, ". . . approving the golf cart fee rate increase at the Oceanside Municipal Golf Course"].

COUNCILMEMBER FELLER **seconded** the motion. He asked when the increase takes effect.

MR. MERTZ replied it would be effective May 4. Further responding to Councilmember Feller, he stated the Golf Committee is comprised of 4 members of the Parks and Recreation Commission.

COUNCILMEMBER FELLER felt the increase would be a help for the golf course. There are some major issues, and whatever the City can do to bring this up to a higher level course will ultimately add to their bottom line. Since golf is for pleasure, he does not mind adding a small fee.

Motion was **approved 5-0**.

22. **Council: Approval of a budget appropriation in the amount of \$25,000 from the General Fund Unallocated Fund Balance to the Oceanside Municipal Golf Course Operating Agreement Study project account for a study to evaluate the options for future operation and management of the course in anticipation of the June 2007 expiration of the lease with American Golf**

NATHAN MERTZ, Management Analyst, stated the Oceanside Municipal Golf Course has been operated and maintained by the American Golf Corporation since 1982. The term of the original agreement was for 3 years (July 1, 1982 through June 30, 1985). Renewal options set forth in the original lease agreement allowed for 2 additional 5-year terms and one 7-year term. These renewal options allowed American Golf to operate the course until June 30, 2002. On February 3, 1993, a 2nd Amendment was made to the original lease agreement, which established one additional 5-year term (from July 1, 2002 through June 30, 2007). Therefore, there are no further extensions after next summer.

Staff would like to be proactive and gather information for Council consideration on how to best operate and manage the golf course. They request conducting a study, which would include a market evaluation in which they would gather information and orient themselves on existing conditions at the golf course. They would also research regional market conditions and analyze the facility performance over the past 20 years. They would gather community input with the Men's and Women's Clubs liaisons, the Golf Committee and the Parks and Recreation Commission. Part of the study would also include operating options. There are various ways the City can operate the golf course. The City can run the golf course; they can have a long-term lease agreement like they currently have with American Golf; or they can have a management agreement where the City would pay someone to run the golf course, with the City collecting all of the revenues. In the last option, the City would tell an operator what, when and how to do things and pay the operator for that service.

The proposed study would study the long-term lease agreement and management agreement scenarios for the golf course. This would include a review of the current operator and their business status to be a legitimate operator for the golf course. Staff would also identify opportunities and constraints for the golf course in terms of the different types of management styles. They would look at terms, conditions and trends of current California municipal golf courses. They would analyze the revenue and expense projections for the course, taking into consideration the CIP projects on line such as the new driving range and anticipated revenues. Finally, they would provide a financial analysis of the operating options for the golf course.

DEPUTY MAYOR MACKIN moved approval [of the \$25,000 budget appropriation], and **COUNCILMEMBER CHAVEZ** seconded the motion.

COUNCILMEMBER SANCHEZ noted that the staff report stated that a commission report did not apply. She asked if this was presented to the Parks and Recreation Commission.

MR. MERTZ replied that at this time they have no information about the golf course. This study will be conducted and will involve those committees and commissions. They will be able to review the study prior to its presentation to the Council. The request for the money to conduct the study was not raised at the commission. Staff wanted to first obtain Council's permission to do this since it will ultimately be their decision on how to operate the golf course.

Motion was **approved 5-0**.

23. **Council: Consideration of the Oceanside Chamber of Commerce request for a cash sponsorship in the amount of \$10,000 and waiver of fees and City support services costs in the amount of \$5,268 for a total contribution of \$15,268 for the Operation Appreciation event to be held on May 20, 2006**

TERRY GOODMAN, Recreation Supervisor, reviewed that this request is from the Chamber of Commerce for the upcoming Operation Appreciation event to be held on May 20 at the Pier Amphitheater. It will also involve the Beach Community Center and adjacent parking lots. The Chamber is requesting that the City support the event with a \$10,000 sponsorship and also contribute \$5,268 in fee waivers and City staff support, etc. The event was funded last year at the same amount. In 2004 Council reviewed the event and

did ask that the event work toward self-sufficiency. The event provides an afternoon of free entertainment and a free lunch for all active duty military and their families. It has been an extremely well attended event during its history. The City has identified \$5,268 in support with staff, rentals of parking lots, the community center and additional support.

DAVID NYDEGGER, Chief Executive Officer of the Chamber of Commerce, stated that putting on Operation Appreciation is a huge job and takes a lot of volunteers from the Chamber members and also the community. Earlier this evening, they heard from veterans. This event is to thank future veterans since these people are currently on active duty. The event started 5 years ago. One of the problems is that they do not know how many people will be on the base and how many they will be feeding. They ask the community and citizens, who do donate. The total budget for the event is \$54,000. The Chamber is short of that amount. If Council approves the City's sponsorship, they will be very close to their goal. They hope to see about 5,000 military attending.

MAYOR WOOD asked who actually puts on the event.

MR. NYDEGGER reviewed that the event started with a conversation between him and the *North County Times* after 9/11. From there it developed into a partnership with the Chamber, the business community and the *North County Times*. Realizing they needed a venue, they approached the City, which then joined in the partnership. This is really a City event. The Chamber has the volunteers and management to accomplish the event, but this is a City event as they wanted it to be.

MAYOR WOOD noted that he had received an invitation to the event from Assemblywoman Walters. He wanted to make sure whose event it was.

MR. NYDEGGER explained that they are trying to partner with as many people as possible. One of Assemblywoman Walters' staff sits on one of the event committees. Her volunteer job was to make sure the invitations went to everyone. They invited all the City Councils in North San Diego County and in South Orange County.

COUNCILMEMBER SANCHEZ moved approval of staff's recommendation. She noted her cousin lost a leg in Iraq.

COUNCILMEMBER CHAVEZ seconded the motion, which was **approved 5-0**.

24. **Council: Approval of Amendment 2 in the amount of \$340,000 to the professional services agreement with Taylor Group, Inc. (formerly Taylor-Hunter Associates, Inc.) of Oceanside, for environmental remediation of the Old Police Fueling Facility located at 1617 Mission Avenue, and authorize the City Manager to execute the amendment; and approval of a budget transfer in the amount of \$340,000 from the City's Municipal Building Impact Fees to the Police Fueling Facility Environmental Remediation account for the FY 2005-06 funding cycle amending the Capital Improvement Program (CIP) budget, to fund the amendment**

PETER WEISS, Public Works Director, stated this action is hoped to be the final cost issue associated with the fuel remediation at the site. Staff has been working with the County. They are at the point where with one more year of extraction from the ground water, the remediation should be completed. The costs the City has expended are eligible to be recovered from the State. They have approved the City's application through their process to reimburse the costs; however, they do have a lengthy reimbursement program. Should the City receive money, it will be some time in the future. Hopefully they will see reimbursement from the costs expended for the remediation.

COUNCILMEMBER SANCHEZ moved approval [of Amendment 2 (**Document No. 06-D0285-1**) and a budget transfer in the amount of \$340,000, amending the CIP budget for the FY 2005-06 budget cycle].

COUNCILMEMBER CHAVEZ seconded the motion, which was **approved 5-0**.

MAYOR AND/OR COUNCILMEMBER ITEMS

25. **Request by Councilmember Sanchez for an independent investigation of Frank Watanabe**

COUNCILMEMBER SANCHEZ stated this is related to her motion 2 weeks ago regarding Cyndy Watson and that independent investigation. That was approved to be under the direction of the City Attorney's office. At that time there was a suggestion that Mr. Watanabe be included. Council is now aware of projects that may need to be examined. She wanted to make sure that the other RFPs are also examined to ensure that everything was done correctly. If not, she wanted to address whatever was not done correctly to ensure the public safety of the residents.

MAYOR WOOD asked if that investigation was already included.

ASSISTANT CITY ATTORNEY HAMILTON understood that the City Attorney's office had opined that the investigation that was already directed with respect to Cyndy Watson was sufficient to entail investigation of matters that Mr. Watanabe was involved in.

COUNCILMEMBER SANCHEZ reported she had spoken with City Attorney Mullen, who had asked what this would accomplish beyond the motion of 2 weeks ago. Her response is that this is not related just to Ms. Watson. She wanted to ensure that the City Attorney's office has the leeway, if they see something else, to go after it whether or not it is directly associated with Ms. Watson. She understood that this matter will come back to Council regarding recommendations on the RFP process and will also let Council know what, if anything was not done correctly.

MAYOR WOOD wanted to confirm that this was part of the investigation.

DEPUTY MAYOR MACKIN had a conversation with the City Attorney, who provided her with the same information that the Assistant City Attorney just stated. She would not support this item since the City Attorney was clear. She was concerned with the amount of conversation they were having on this matter at the dais. The City is already going in that direction with the previously authorized investigation. They are not made out of money. If the investigation merits going further, Council will be able to address it at the time it is needed.

COUNCILMEMBER FELLER felt Council has gone about this matter completely backwards. Everyone wants a complete and thorough investigation, but they are addressing it in the newspaper, on television, etc. They already have one investigation going, and that is enough until they find out in Closed Session whether they need more.

MAYOR WOOD also had concerns that this is incorporated into one investigation.

COUNCILMEMBER SANCHEZ had already inquired about one document that was produced without an RFP under the direction of Mr. Watanabe, which was separate and apart from Ms. Watson. They need to get to the bottom of the matter. The City Attorney was very clear that this is not a Closed Session item because Mr. Watanabe is not a current employee. There is nothing Council can claim in terms of confidentiality or privileged information. In fact, anything they did in Closed Session regarding this would be in violation of the law and would not be serving the public. The public has a right to know. They have a right to a clean government. The City needs to find out about everything that has been done. She had asked a series of questions and felt this investigation of Mr. Watanabe needs to be added or they will not get to the whole issue.

COUNCILMEMBER CHAVEZ supported investigating the whole issue. Council owes it to the citizens to be responsible and act in an appropriate manner. He had also spoken with the City Attorney, who assured him that they would get to all of the issues

after Ms. Watson and the project at Barnwell. If there is additional guidance needed to proceed further, the City Attorney will so advise. He is willing to wait to hear from the City Attorney. However, he is also ready to look as far as needed once they receive some indication to look farther. He does not support a witch hunt. They should not make a broad statement "to address what is not done correctly." He agreed with the Deputy Mayor that considerable resources are being spent trying to discredit a lot of good employees. It would be a disservice to them and to the citizens by having investigations throughout the organization. If at an appropriate time the City Attorney recommends going forward, he would be supportive.

Public Input

THOMAS DEMPSEY, 3641 Esplanade Street, agreed that an independent investigation should be conducted to include the Councilmembers, the City Manager, City staff and City commissions that can issue substantial conformance or variances that authorize changes without public approval. He referred to the chart of Oceanside CIP projects as of 2003. The Lake Boulevard area received the lowest amount in the County. There were minimal infrastructure expenditures, which include the 2 failed traffic intersections on Lake Boulevard at Esplanade Street and Mira Monte Drive. The new Quarry Creek shopping center generates over \$1,000,000 in sales revenue for Oceanside annually, but the funds are spent elsewhere.

He further reviewed his concerns with the lack of traffic calming in the Lake Boulevard, Mira Monte and Esplanade Street areas. He felt the manipulation of traffic calming issues indicates too much staff and political influence for favors given to developers.

JIMMY KNOTT, 124 Sherri Lane, thanked Councilmember Sanchez for asking the questions. Mr. Watanabe and Ms. Watson did do a number of good things for the City. He urged Council to not forget the balance such as the public empowerment with traffic signalization and calming and senior transportation. He was shocked about the consulting work the two had as a partnership. That may have had some conflict of interest involved. He requested that the City Manager have an open public disclosure of all City employees who have consulting contracts or businesses in other communities as a side business. Once that information is provided, the citizens can determine whether their actions are appropriate or not.

SLEENE KOSINAR, 711 Pier View Way, stated there has been a history of political games played. He advocated keeping this matter open and honest. People want to know the truth.

COUNCILMEMBER FELLER stated Council needs to stop discussing this in public. He could not support continuing to discuss in public these personnel issues that the City Manager should be responsible for.

COUNCILMEMBER SANCHEZ noted it appears there is a consensus that the City Attorney has the full leeway of conducting an investigation of both of the individuals. If she had not had a dialog with the City Manager for over 2½ months, bringing him complaints, she probably would not have stumbled upon this situation. She was surprised that others did not disclose what was going on, when they had the information. She apologized to the public that these things were done, and the City will get to the bottom of the issue. She has provided full information to the City Attorney that she received from other people.

[No action was taken on this item.]

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INTRODUCTION AND ADOPTION OF ORDINANCES

32. **Council: Adoption of an ordinance of the City Council of the City of Oceanside superseding Ordinance No. 06-OR0050-1 amending Article 32 of the Oceanside Zoning Ordinance by amending Sections 3202, 3205, 3209, 3210 and 3212 of the Zoning Ordinance regarding condominium conversions (Introduced 4/12/06, 5-0 vote)**

Following the titling of the ordinance, **COUNCILMEMBER CHAVEZ** moved to adopt **Ordinance No. 06-OR0286-1**, ". . . superseding Ordinance No. 06-OR0050-1 amending Article 32 of the Oceanside Zoning Ordinance by amending sections 3202, 3205, 3209, 3210 and 3212 of the Zoning Ordinance regarding condominium conversions (Matt Speights – Applicant) (ZA-10-05)."

DEPUTY MAYOR MACKIN seconded the motion, which was **approved 5-0**.

CITY COUNCIL REPORTS

27. **Mayor Jim Wood**

MAYOR WOOD thanked those involved in the special events held at Oceanside High School on behalf of Wally Molifua. There were various VIPs and dignitaries who attended in his honor, including a congressman from American Samoa. The new add-on to the gymnasium is named after Mr. Molifua.

Saint Mary's Star of the Sea is having a Latin jazz festival and dinner at the school on May 6. On May 9, the annual Tourism Summit will be held at the Civic Center community rooms. On May 11, he would be speaking on *Voice of Oceanside*. On May 18, Councilmember Chavez is scheduled for the program.

28. **Deputy Mayor Shari Mackin**

DEPUTY MAYOR MACKIN thanked those who sent cards/flowers after the death of her father-in-law.

She also attended the dedication for Wally Molifua and the luau. On May 10, awards will be presented for the Earth Day poster and essay contests at the Council meeting. The 14th annual Police Athletic League (PAL) surf contest was held at the pier. There were 65 participants from Oceanside's middle schools.

Regarding North County Transit District (NCTD), she reported they have a couple of issues. One that is important to the community is the possible closures on the Breeze bus route. One in particular is Route 316, which serves the Francine Villas and Capistrano Park area. NCTD has scheduled a public hearing on May 18 at 2:00 PM. She asked the public to let her know their thoughts on this. They will also be losing another route that serves Camp Del Mar. It will be combined with Route 395. Service will be increased for Mission Avenue.

She reported calls on the dips and humps on Coast Highway adjacent to the Sprinter line, as well as the upgrades made to the Sprinter line without the proper roadwork. Staff has assured her that they are working with NCTD on these issues. Work has been re-sequenced for the Crouch Street closure at Loma Alta Creek that will postpone the closure until mid-June after school is out. The contractor is to complete the work by July 28.

She attended the Barnes and Noble Reading Hour and presented them with the proclamation and plaque from the City, designating April 30 as Barnes and Noble and KPBS Reading Day.

The Día de los Niños at Balderrama Park was a great event.

May 3, 2006

Joint Meeting Minutes
Council, HDB and CDC

29. **Councilmember Rocky Chavez**

COUNCILMEMBER CHAVEZ felt there has been a lot of tension in the community over the last week with the war in Iraq and the illegal immigration issues. There were strong sentiments voiced by speakers at the beginning of the meeting, which upset students from Rancho Buena Vista High School in attendance at the meeting. All major religions practice peace and love of fellow human beings. May 4 is the National Day of Prayer in the United States. He asked people to pray in their own faith for understanding and love of fellow human beings. What makes a great community is how they treat each other.

30. **Councilmember Jack Feller**

COUNCILMEMBER FELLER thanked the Rotary Clubs of Oceanside for their work. There were areas in the City that were unsightly. He was painting out graffiti on Murray Road Bridge, and he commended the clubs for eradicating the graffiti. He urged people to call the graffiti hotline if they saw some or call the police if they see someone in the act.

He noted the El Camino High School's performance of "Once Upon a Mattress" this weekend. He also reported that Julian D'Avanzo, an Eagle Scout and 3rd year student at UCLA, fell out of a 3rd story window last week during a college prank and was killed. There will be a life celebration in his honor at the First Presbyterian Church on May 6.

31. **Councilmember Esther Sanchez**

COUNCILMEMBER SANCHEZ had attended most of the events previously reported on by other Councilmembers. The 2nd annual International Day of the Child had contributions from many local businesses, and there was food for the kids.

On May 4, the City will be honoring police officers at a special luncheon.

ADJOURNMENT

MAYOR WOOD announced that the workshop scheduled for May 4 at 5:00 PM has been cancelled. He adjourned this joint meeting of the Oceanside City Council, Community Development Commission and Small Craft Harbor District Board of Directors at 11:04 PM on May 3, 2006.

APPROVED BY COUNCIL/HDB/CDC:

Barbara Riegel Wayne, CMC
City Clerk, City of Oceanside