

**SOLANA BEACH CITY COUNCIL  
REDEVELOPMENT AGENCY AND PUBLIC FINANCING AUTHORITY**

JOINT **SPECIAL** MEETING

**MINUTES**

**SATURDAY, MARCH 10, 2007  
9:00 A.M.**

CITY COUNCIL CHAMBERS  
635 S. HIGHWAY 101,  
SOLANA BEACH, CALIFORNIA

The City Council acts as the City of Solana Beach Redevelopment Agency and the Public Financing Authority.

**CALL TO ORDER AND ROLL CALL:**

Mayor Heebner called the meeting to order at 9:02 a.m.

**Present:** Heebner, Kellejian, Roberts, Nichols, and Campbell.

**Absent:** None.

**Also Present:** David Ott, City Manager  
James Lough, City Attorney  
Angela Ivey, City Clerk  
Lori Naylor, Acting Community Dev. Dir.  
Brian Mooney, Consultant

**FLAG SALUTE:**

Lori Naylor, Interim Community Development Director, led the flag salute.

**APPROVAL OF AGENDA:**

**MOTION:** Moved by Roberts and seconded by Kellejian to approve the agenda. **Motion carried unanimously.**

**PUBLIC HEARINGS:**

This portion of the agenda provides citizens an opportunity to express their views on a specific issue as required by law after proper noticing by submitting a speaker slip to the City Clerk (located on the back table). After considering all of the evidence, including written materials and oral testimony, the City Council must make a decision supported

by findings and the findings must be supported by substantial evidence in the record. An applicant or designee for a private development/business project, for which the public hearing is being held, is allotted a total of fifteen minutes to speak, as per SBMC 2.04.210. A portion of the fifteen minutes may be saved to respond to those who speak in opposition. All other speakers have three minutes each. Please be aware of the three-minute timer light on the Council Dais.

**1. SOLANA BEACH TRAIN STATION MIXED-USE PROJECT (CEDROS CROSSING) ENVIRONMENTAL IMPACT REPORT (EIR) CERTIFICATION (File No. 0600-40)**

- A. Accept public input regarding the Final Environmental Impact Report (EIR).
- B. Adopt Resolution No. 2007-032 certifying the EIR for the Solana Beach Train Station Mixed-Use Project (Cedros Crossing), upon completion of the public hearing, which includes any public input and council discussion.

Mayor Heebner reviewed the protocol for the day, taking comments on the EIR document and looking at the analysis that was done on the draft EIR.

David Ott, City Manager, introduced the item and stated that there would be consultants available to answer questions from Council regarding the EIR, to listen to public comment and record questions from the public. Mayor Heebner reported that the categories that will be noted by staff include traffic, parking, aesthetics, alternatives, and that another hearing will be held on March 24<sup>th</sup> for those who could not attend.

Lori Naylor, Interim Community Development Director, reported that Mooney Jones and Stokes were the consultants that were hired by the City to prepare the EIR and that sub-consultants were used and available to assist with questions.

Brian Mooney, Consultant, Mooney Jones & Stokes, reported that the purpose of the meeting was to review the EIR for certification and not to look at the project for approval or disapproval, that the EIR was prepared by Jones and Stokes, and that he was the Principal Manager of the project. He introduced his staff and other consultants that also assisted with the EIR who included, Wilson & Company who prepared the technical traffic study, John Keating from Linscott, Law and Greenspan who prepared the 3<sup>rd</sup> party traffic review. He said that additional consultants included, Moffat & Nichols, and Western Solutions who addressed Marine Biology issues. He reviewed the history of the project, said that Council passed a resolution in 1991 approving the preliminary site development plan for the project, and that the train station went forward but that the mixed-use portion did not go forward.

Brian Mooney, Consultant, presented a power point presentation. He stated that a projects' goals and objectives are needed for measuring the results and finding

alternatives for the project, if needed. He said that the City Council approved various goals and objectives in conjunction with NCTD in 2000 and some of the Council's goals included: providing long term parking solutions, that the majority of the parking be below grade at the site, that the site be transit friendly and compatible with community character, that the project compliment the existing business district and consider the concerns of the surrounding community, that it facilitate traffic circulation, and that there were measures to protect the City's eroding shoreline.

Brian Mooney, Consultant, reviewed the CEQA process and reported that there was a 30 day notice of preparation requirement, that there had been numerous scoping meetings, that there was a meeting specifically focused on traffic and parking, and that the public review period lasted 87 days.

He reported that the EIR is used by the lead agency which is the City of Solana Beach, by the responsible agency who is the North County Transit District, by reviewing agencies that consist of Caltrans and SANDAG, and trustee agencies. He stated that the purpose of the public hearing was to review the EIR for compliance with CEQA guidelines, and the measuring factor was whether a majority of technical colleagues agreed with that report.

Brian Mooney, Consultant, stated that the current project consist of 524 parking spaces, mixed-use space, office space, retail, restaurants, residential units, a theater, and 337 off street parking spaces. He stated that the Reduced Massing Alternative which met all objectives consists of 528 parking spaces below grade, a decrease in office space, decrease in restaurant/retail space, residential units and theater would stay the same and there would be 381 off street parking spaces, and an increase in beach replenishment.

He stated that the environmental analysis reviewed a variety of factors including aesthetics, land use, geology and coastal processes, biological resources, air quality, water quality, transportation/traffic/parking, noise, and paleontological resources.

Brian Mooney, Consultant, stated that the EIR addresses aesthetics and the concerns with the view corridor and bulk and scale issues of which the recommendation for both issues was to redesign. He also stated that the EIR addresses Land Use issues (Highway 101 specific plan view corridors, and public coastal access concerns), Geology and Soils (ground shaking, and expansive soils which can both be mitigated through Ca. building codes), Biology (marine species, grunion), Water Quality (urban run off, and fuel leak concerns), and Transportation/Traffic/Parking.

John Keating, Principal Engineer for Linscott, Law and Greenspan, stated that he was hired by the City to do an independent peer review of the traffic study done by Wilson & Co., and that he worked for the City of Solana Beach and not for the applicant. He explained how the traffic study was done, verified that the study was done per the standard of the region, and stated that traffic is a technical, detailed report. He stated that there are four street segments that are impacted by this project, three intersections that are intersections impacted by this project, and he identified the scope of work for the study, which followed SANTEC (San Diego Traffic Engineers Council) guidelines for doing traffic studies for this region which is a document that was written to be

Consistent with CEQA. John Keating, Consultant, also stated that there were fourteen streets and twelve intersections analyzed, as well as the Lomas Santa Fe I-5 Interchange, and he defined the significance criteria prior to the study, that the trip generation project was done using SANDAG trip generation rates, that Wilson & Co. looked at six different scenarios to analyze the traffic impacts in the area, reviewed driveways along N. Cedros, there is adequate parking except on weekends, and short-term parking. He stated that in his opinion the traffic impact study meets and exceeds the adequacy test for this technical report for Council's consideration of certifying the EIR.

Brian Mooney, Consultant, stated that there was some impact on parking for the project, that there was mitigation for it, that 842 spaces of parking would be required based on city and state standards, that the amount of parking spaces planned for the project is 882. He stated that noise was an important issue and how construction would affect neighbors, that residents within 300 feet would be notified, that the noise from the train is already a concern to residents, and there would have to be architectural and structural approaches in the design and construction of the area to assist in reducing noise. Brian Mooney, Consultant stated that the vibration from the train was a concern to the theater which could also be reduced with design standards, and that there are paleontological issues that would have to be reviewed during construction.

Council discussion ensued on the parking requirements for the project, the square footage that the requirements are based on, and the number of residential units being proposed for the project.

John Keating, Consultant, stated that south bound ramps would be widened and an extra turn lane would be added and the project developer agreed to pay for it. He stated that an additional turn lane was not part of this project but was an additional improvement that went above and beyond the interchange project.

Mayor Heebner opened the public hearing.

Mike Ames (time donated my Marilyn Ames) stated that he had been a resident for 50 years and lived on Cedros for 25 years and that he is concerned about the traffic that will be generated by this project, theater, living units, retail, and expanded visitors center. He stated that traffic will converge onto the Lomas Santa Fe and Cedros intersection, and that the 141 living units will have more than two vehicles per unit, including guests and others, and that Cedros has only two exits, that closing Cliff St. will make a bad situation worse, that underground parking could improve the area, that speed bumps are needed to slow traffic, that the taxi zone is inadequate, and he is concerned about the density of housing.

Rich Brasher stated that he is an Urban Planner and Engineer with SandTec Consulting, and a representative of Transit Alliance for a Better North County, that he is in support of this project, that this is a transit oriented development project, that it encourages the full level of multi-modal transit opportunities, that it provides mix of uses, increases parking, and provides a balance of new public amenities and is an income generator.

Council discussion ensued regarding the term multi-modal transit.

Rich Brasher responded that multi-modal transit includes a variety of different means of transit such as the Coaster and Amtrak, and transfer points from single occupancy vehicles to mass transit opportunities, and also includes pedestrian and bicycle access.

Rick Howard stated that he worked for North County Transit District (NCTD) and encouraged Council to certify the EIR. He stated that this is an exciting project for NCTD and the City, and the City and NCTD have been partners in this project since 1991.

Lance Schulte, North County Transit District, stated that he was the Economic Development Director for the district and had eight years as Environmental Officer for Coastal City Compliance with CEQA. He stated that the EIR exceeds state law standards with respect to content and analysis and that North County Transit District is a responsible party for this project.

Council discussion ensued regarding the amount of revenue that will be generated from this project for North County Transit District.

Lance Schulte responded that this issue is being discussed in a NCTD ad hoc committee and he was not at liberty to speak about the issue since it was a closed session matter.

Council discussion ensued regarding having communication with the NCTD ad hoc regarding this issue in public.

Gerry Seelman, Transit Alliance for a Better North County, stated that their goal was to enhance the quality of life in North County, and that their focus is on public transportation. He stated that in December this group sent a letter endorsing the project under the Reduced Massed Alternative, that they endorse the EIR, and understood that the City has concerns about the character of Solana Beach. He stated that he had 35 years of experience as a Community Transportation Planner, and that density and public transit go well together, which helps with transportation, community character, affordable housing, and brings increased revenue.

Keith Nordling stated that he supported the project, that there has been a thorough analysis of the project, that the project should move forward, that Council should not use this meeting to delay the project any further, and to consider the EIR on its' merits not on the project merit.

Mike Sayre stated that he is a Solana Beach resident and cares about it's quality of life, that he supports the project and had heard professional conclusions, and that he is in support of the Reduced Mass Alternative. He stated if the City moves too slow, the City will be stuck with potential parking problems for the train station and will have problems with the housing element of the general plan since there will not be any

additional affordable housing.

John Cavanaugh stated that this is an important project, that he supports the project and that there can be compromise and mitigation for issues. He stated that this project will bring revenue to the City, that people who rent the apartments will use the train, and that mitigating the traffic concerns is important.

Libba Jackson D'Ambrosi stated that she is in support of certifying the EIR, that it is a smart growth project, that it meets CEQA requirements, that there has been an extensive look at all concerns, that parking is adequate under the Reduced Mass Alternative, and that traffic will also improve if the project is built. She stated that she is a Board Member of the North Coast Repertory Theater, that the theater attendees were calculated into the study, that most theater shows are during off peak periods in the evening, and that she is concerned about what the continued delay will mean for this project.

Ruby Edman stated that quality of life includes culture, arts education, and is more than expensive homes and the beach, that the North Coast Repertory Theater brings quality for all ages, and that the theater needs a new home at Cedros crossing. She stated that all concerns about the project have been addressed, that the benefits outweigh any concerns, and encouraged Council to approve the project.

Jim King stated that he supported additional food establishments in the area, that he is concerned about parking and traffic, and that he supported the project on a smaller scale.

Mayor Heebner recessed the Council meeting at 10:28 a.m.

Mayor Heebner reconvened the meeting at 10:40 a.m.

Kay Dailey stated that parking is a concern, questioned how parking would accommodate living units and visitors, and stated that this City is unique.

Alan Moffson (time donated by Jerry Rorsek) said that he was President of the Board of Trustees for the North County Repertory Theater. He stated that there have been a lot of controversial projects in the City such as the Belly Up Tavern, which is now a nice gathering place, also the Train Station project which is now the envy of all coastal cities. He stated that Del Mar has similar zoning ordinances, that the value of homes are above the value of homes in Solana Beach, that Del Mar has a big plaza that had not impacted the City negatively, and that the Cedros project should be approved.

Mary Yang stated that she was the President and Founder of a biotech company in San Diego and a Trustee of North Coast Repertory Theater, that this project was set in motion over 15 years ago, that the goals were to support rail transit, and that it will generate long term revenue.

Margaret Schlesinger stated that this project was better than the proposed project in

1991, that the reduced massing alternative was good, that there were concerns about the traffic on Cedros, and that the housing allows the City its' fair share of affordable housing to meet housing regulations. She stated that she supported the theater to be located in a cultural center.

Jim Sneed stated that this project was a well designed mixed-use project, it was pedestrian friendly, it would compliment Cedros, and that there have not been any new projects in Del Mar since 1987 because they are too restrictive. He encouraged Council to certify the EIR.

Tom Nichols stated that this project was very exciting, that he was a Trustee of North Coast Reparatory Theater, that in 2003 the theater was close to signing a lease with Encinitas and the City asked them to stay in Solana Beach. He stated that the financial benefits of the project are significant to this City, that the City needs money to improve the traffic in this area, and encouraged Council to approve the EIR. Karen McClure stated that she supported a mixed use project, that residents use the train and love the theater, and that there were concerns about traffic and parking and the impact of the residential units on the neighborhood.

Marion Dodson stated that there was a long history to this project, that the train station is the town focus and that the City needs to enhance it. She stated that the area of N Cedros is transit oriented, has a transit element, that Highway 101, S. Cedros and N. Cedros all fit together and the parking needs would be addressed by the City.

Betty Scalice stated that this project was so vital to what the City is going to become, that she has had difficulty finding a handicap parking space, and that there is not enough general parking. She stated that this project is going to ruin the City, that living here is difficult with traffic issues, that parking at the train station needs to be improved, and there should be no car pool or long term parking there.

Chandra Collure, City Engineer, responded to a question regarding widening the east side of N. Cedros and stated that the west side has already been widened, but due to this project the City can not obtain the right of way needed to widen the east side of N. Cedros.

Council discussion ensued regarding obtaining the right of way needed for widening, right of way issues for properties in the area of S. Cedros, and requested more information from Staff on the east side of Cedros right of way.

Nicholas Abboud, Consultant, Wilson & Co., stated that the project had a drop off zone for taxis and others and that it is larger than the drop off zone that is currently there.

Council discussion ensued regarding the drop off zone at the proposed station site and whether an analysis was done for the taxi drop off zone.

John Keating, Consultant, stated that there was not an analysis done on a taxi drop off zone.

Council requested an analysis on the taxi drop off zone for the next meeting.

Brian Mooney, Consultant, stated that the number of trips for this area had been adequately analyzed, that the consultants can look at current traffic use of the drop off zone and how it may change. He summarized questions from the Council of what issues needed to be brought back to the next meeting.

Council discussion ensued on restaurant types that will be in the mixed-use area, how they are categorized to differentiate between the types of restaurants which bring in different amounts of traffic, and that sit down restaurants would require parking spaces to be utilized for longer periods of time than fast food restaurants that have higher turn over of customers.

Lori Naylor, Interim Community Development Director, stated that based on zoning standards, bars, night clubs, and restaurants, are all under the same parking criteria, that there is no difference in parking requirements between a restaurant with or without a bar, and that there is no differentiation in the zoning ordinance for types of restaurants and parking standards.

John Keating, Consultant, addressed traffic issues related to types of restaurants, fast food was not considered as far as the traffic study went, sit down restaurants were considered, and that the analysis covered high end and medium end restaurants.

Council discussion ensued regarding higher quality restaurants which would result in customers utilize parking for longer durations as opposed to fast paced restaurants which would have more turnover of parking, and was this issue analyzed in the shared parking study.

John Keating, Consultant, responded that higher quality restaurants have a longer stay of people in parking spaces, that this was analyzed in the shared parking analysis, that the duration of stay in parking spaces has no relationship to the parking analysis, that the study was not based on parking being occupied with a specific duration of time in parking spaces.

Caludia Unhold, Consultant, stated that based on City parking standards, parking for this project exceeded the cumulative parking impacts.

Nicholas Abboud, Consultant, stated that the growth figured, as provided by SANDAG, was taken into account based on the 2030 horizon year. He stated that other factors that would increase ridership are hard to measure such as gas prices, since there is not a credible way to forecast this because of unpredictable gas price patterns.

Council discussion ensued on the impacts that would occur from the new bus transit system, new HOV lanes, other future expansion of the freeways, and how these factors would affect future ridership issues. Council discussed how all transportation factors would fit in with this analysis.

Jim Lough, City Attorney, discussed the public hearing process in regards to Council disclosure and discussing this matter with each other outside of a public meeting as this



public hearing will have multiple meetings.

Mayor Heebner recessed the meeting for lunch at 12:05 p.m.

Mayor Heebner reconvened the meeting at 12:59 p.m.

Anne Sneed stated that she liked the development of the train station project, Fletcher Cove Park, and the Coastal Rail Trail. She stated that she was in support of the project, and that extra parking is needed so the north side of Cedros can be developed with more shopping and additional places to walk.

Brian Mooney, Consultant, summarized issues that the City Council requested for the next meeting on March 24<sup>th</sup>, which include clarifying issues on the parking tables in the draft EIR, ridership of the train and how other factors such as the bus transit system and HOV lanes would impact future ridership numbers and taxi drop off.

Council requested two separate presentations on a parking analysis and traffic analysis. Council requested that Staff research the number of parking spaces allowed for the units on S. Sierra, as most projects allow for two parking spaces per unit and this project is allowing 1.5 spaces per unit, and the vehicle bridge project that was introduced in 1991 for the Highway 101 entrance.

Lori Naylor, Interim Community Development Director, described the conceptual design that was approved by Council in 1991 and the obstacles with the project which included that the slope of the vehicular bridge would have to go across Highway 101, across the Rail Trail, across the tracks and would have to link into a second story of a parking structure, which would impact traffic flow issues on Highway 101.

Council and Consultant discussion ensued regarding the engineering aspects to the project and the impacts that a project of this nature would have on traffic and on the surrounding community, the impacts of implementing the 1991 plan and how it would be considered the most impactful of all of the alternatives presented, and that there are more significant environmental effects associated with the alternative than were anticipated in 1991.

Council requested clarification on what goals would be approved in certifying the EIR.

Brian Mooney, Consultant, responded that goals and objectives are a measuring stick in relationship to the proposed project for the City and the applicants, goals in the EIR include goals that Council approved from the 1991 project, Highway 101 Specific Plan, and View Corridors along Highway 101.

Lori Naylor, Interim Community Development Director, stated that some goals mentioned in the draft EIR were worded differently in the past, and some goals were added due to the project changing in 2000, also the North Coast Reparatory Theater came forth at that time and requested to be part of the train station project, and that beach replenishment was also added.

Council discussion ensued regarding whether goals and objectives were required as part of CEQA.

Brian Mooney, Consultant, stated that goals and objectives are needed to measure the project and its' alternatives, that the alternatives are supposed to meet the goals and objectives, that not all goals listed in the draft EIR are needed for the final EIR, that removing goals does not make the EIR inadequate, but that the California Environmental Quality Act does look for goals and objectives of a project. He stated that generally goals of the EIR are not brought before Council, that the Consultants meet with the lead agency Staff and project applicant to develop goals and objectives for the project.

Lori Naylor, Interim Community Development Director, stated that handicapped parking is a state and federal requirement which includes requirements on the size of the spaces, location of spaces, slope of the access points to get to and from the space, all handicapped parking spaces for this project are ADA compliant, and that this is standard City practice.

Council discussion ensued regarding the current amount of handicapped parking spaces available at the train station and the amount to be added for the proposed project, that the transit station is a public agency so the City can not regulate the property, that handicapped population frequently use public transportation, and how this will become more of an issue in the future especially with the aging population.

Council discussion ensued with the Consultant, Nicholas Abboud, from Wilson & Company regarding the number of left turn lanes at the intersection of Lomas Santa Fe and Highway 101. Mr. Abud stated that the distance between this intersection and Highway 101 is too small to account for additional left turn lanes, and that the left lanes the consultants are recommending are for south-bound Highway 101 and Lomas Santa Fe.

Council and Staff discussion ensued regarding additional left turn lanes, that by synchronizing the lights the City was able to reduce the need for two lanes down to one lane, the need for two left hand turn lanes, the impact of these lanes on the parking along the west side of Highway 101, how traffic is going to flow through the intersection, and the need for a diagram at the next meeting of the whole area to see how the creation of an additional lane would impact this area.

Council discussion ensued on how the traffic counts were done for the traffic analysis, the role of John Keating's company as the third party review of the traffic study, how the study was conducted to standards of the practice, and how summer and school year traffic, which are different, were accounted for in the traffic study.

John Keating, Consultant, stated that he felt that the impacts of the project were being properly measured from the September-October traffic counts that were collected.

Nicholas Abboud, Consultant, stated that standard practice for traffic analysis does not

include traffic from special events, or temporary-in-nature traffic generators, and that special events are only evaluated in a traffic impact report when the project is producing the special event traffic such as if a traffic report was being done on the Del Mar Fair it would take the traffic generated by the fair into account.

Council discussion ensued regarding the difference between special event traffic and summer time traffic when there is an increase in traffic due to the summer season.

John Keating, Consultant, stated that the traffic count was done in September due to the recommendation from City Staff to conduct the analysis during the school year when traffic is heaviest along the Lomas Santa Fe corridor.

Chandra Collure, City Engineer, stated that direction was given to the consultants to take traffic counts during the fair, races, and school season.

Monica Chen, Consultant, Wilson & Company, stated that traffic counts were conducted during the fair and race seasons, and traffic counts were higher along the I-5 interchange area during a typical day as opposed to the fair or races counts. Council discussion ensued on traffic counts, and peak hours taken into account for this study, error ratings of this analysis.

Brian Mooney, Consultant, stated that Council perhaps would like a detailed presentation of traffic and parking, how the methodology was set up, who set it up, how the traffic counts were taken, what times of the year they were taken, and information on absence of data.

John Keating, Consultant, stated that there were no absence of counts for this study, the counting tubes that were vandalized were recounted and the data re-done, that the primary part of the analysis is based on intersection peak-hour turns which are done by people that are physically present, and they can not be vandalized.

Ira Epstein stated that he was president of the North Coast Repertory Company up until November 2006. He stated that in 2004 the lease for the theater was up and the City of Encinitas wanted the theater to come to their City. He said that two days before signing the lease their current lease in Solana Beach was extended 3 years, they became part of the Cedros project, that the City of Solana Beach has a moral obligation to keep the theater in the City, and that he is in support of the project.

Carol Raymer stated that she is a newer resident to the City and lives in the new homes just north of the Cedros project, she is in support of the project, and is concerned about the traffic impacts on N Cedros.

Greg Shannon (time donated by Kelly Johnson, 3 minutes to be used now, 3 minutes at the March 24<sup>th</sup> meeting, approved by the City attorney) stated that there were several traffic studies done, one in 2001, 2004, 2005, and 2006, and that he was not asked his opinion in any of these. He stated that in September 2005 Wilson & Associates submitted a traffic study to the City, and in June of 2006 City Staff told him that the

study was too old, and new traffic counts needed to be taken, and not to do them until October so the traffic incurred during the school season on Lomas Santa Fe could be accounted for. He stated that he attended all the community workshops on this matter and heard people request traffic counts done during the fair and race season, so he directed Wilson & Co. to take these counts.

Council discussion ensued on whether climate change issues were now required to be addressed in all EIRs.

Brian Mooney, Consultant, stated that climate changes at this point are not a requirement for EIRs, explained how regulations for EIRs get added or changed, and stated that his company does have a department that specializes in climate change, and global issues.

Jim Lough, City Attorney, stated that he searched the General Attorney's website for this issue and found no information, and that air quality is addressed in the EIR which is considered a climate change issue, which is required by CEQA.

Council discussion ensued on any forecasting that was accounted for in the study related to increase of North County Transit District services.

Brian Mooney, Consultant, stated that all the forecasts are based on SANDAG figures because they are the official authority in relationship to mass transit and North County Transit District, and the legal guidelines emphasize using figures that have been published by the governmental bodies which have responsibility for them, and that the consultants did not speculate beyond the figures that were obtained. He stated that SANDAG looks at future growth to determine how future ridership would be affected and the need for increased trains and tracks.

Council requested that the consultants return to demonstrate how the peak hour trip distribution was done as it related to I-5, Via De La Valle, and S Cedros.

Council discussion ensued regarding various traffic questions and concerns to be brought back to the March 24<sup>th</sup> meeting including classification of various streets, peak vs. non peak hours, how trip counts were calculated, how intersections were determined to be or not to be included in the traffic study, and impacts of this project on the environment.

Council discussion ensued on the aesthetics of the parking structure including the height and the visibility of the structure from Highway 101 and the train station.

Brian Mooney, Consultant, stated that the parking structure will not be visible from Highway 101 or the train station.

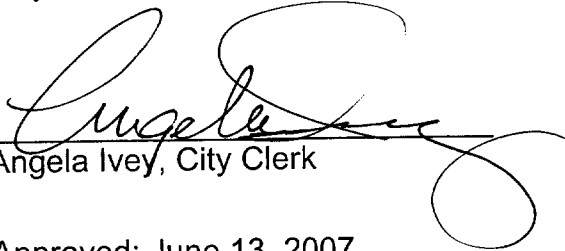
Council discussion ensued on aesthetics of the project and the visual impacts on the surrounding areas, clock tower height as it is the focal point of the area, impact of structures impeding views from restaurants, businesses on Highway 101, and issues to

be brought back to the March 24<sup>th</sup> meeting.

**ADJOURN:**

An additional meeting is scheduled for this item on March 24th and, if needed, March 31st.

Mayor Heebner adjourned the meeting at 3:40 p.m.



Angela Ivey, City Clerk

Approved: June 13, 2007