

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

JOINT **SPECIAL** MEETING

MINUTES

**5:00 P.M.
MONDAY, OCTOBER 4, 2010**

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:

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

Absent: None.

Also Present: David Ott, City Manager
Johanna N. Canlas, City Attorney
Leticia Fallone, Deputy City Clerk
Wende Protzman, Dir. Admin. Services/Deputy City Mgr
Dennis Coleman, Finance Director
Tina Christiansen, Comm. Dev. Dir.
Mo Sammak, City Engineer

Mayor Campbell called the meeting to order at 5:03 p.m.

FLAG SALUTE:

Mayor Campbell led the flag salute.

APPROVAL OF AGENDA:

MOTION: Moved by Roberts and seconded by Heebner. **Motion carried unanimously.**

ORAL COMMUNICATIONS:

This portion of the agenda provides an opportunity for members of the public to address the City Council on items relating to City business and not appearing on today's agenda by submitting a speaker slip (located on the back table) to the City Clerk. Comments relating to items on this evening's agenda are taken at the time the items are heard. Pursuant to the Brown Act, no action shall be taken by the City Council on public comment items. Council may refer items to the City Manager for placement on a future agenda. The maximum time allotted for each presentation is THREE MINUTES (SBMC 2.04.190). Please be aware of the timer light on the Council Dais.

COMMUNITY ANNOUNCEMENTS:**COMMENTARY:****C. STAFF REPORTS:**

Submit speaker slips to the City Clerk

C.1. TransNet 2010 Bond Issue. (File 0820-90)

Recommendation: That the City Council

1. Adopt Resolution 2010-140 requesting SANDAG, acting as the San Diego County Regional Transportation Commission, to provide advanced funding through debt financing for the Highway 101 Streetscaping Capital Project.

David Ott, City Manager, introduced the item.

Dennis Coleman, Finance Director, presented a powerpoint (on file with the report). He stated that SANDAG was issuing \$350 million in bonds due to low interest rates and low costs for construction, that SANDAG had invited member agencies to participate in the financing, and that the City had identified that the Highway 101 Streetscape/Traffic Calming Project would benefit from the financing. He reviewed the bond structure, answers to prior questions and concerns that Council had expressed, other projects that had been funded by TransNet funds, debt service options to fund the project which included a 10 year tax-exempt option, the 38 year Build America Bonds (BABs), and a 270 day term option.

Brenda Shaw, Public Financial Management, explained that the rate used to calculate the BABs were based on the Treasury rate which was a taxable rate, and then the spread was added to the taxable rate, and then 35% of the taxable

rate was used, that the taxable rate would be higher, and that the estimated maximum 4% was net of the taxable rate.

Council, Staff, and Consultant discussed that the City would be paying 100% of the principal and 65% of the interest, that the payments would end in 2048, that only TransNet funds would be used and not any City funds for the bond issuance, that the City could not return the funds if they were not used, that a benefit of the sinking fund would be to offset the accelerated payments required after 2039, that the City would be locked in at 35% interest for the life of the loan, and that phase one would cost an estimated four million dollars.

Discussion continued regarding taking away funds from road and street maintenance, whether the sinking fund option was the best choice, that the sinking fund could be halted at any time, that there would be enough funds from the funds provided by SANDAG for maintenance and street repairs, that it made sense to approach the loan from a level payment method, and that future Council's could change the sinking fund if they desired.

MOTION: Moved by Heebner and seconded by Kellejian to approve Resolution 2010-140 and approving the City's participation in the 38 year Build America Bond (BABs) with the annual sinking fund to be held at SANDAG. **Motion carried unanimously.**

C.2. Highway 101 Improvement Project. (File 0400-10)

Recommendation: That the City Council

1. Adopt Resolution 2010-143:
 - a. Approving the conceptual/preliminary design of the Phase 1 improvements for the Highway 101 Improvement project.
 - b. Authorizing the City Manager to negotiate a contract with Nasland Engineering for final design of the Phase 1 improvements for the Highway 101 Improvement project.

David Ott, City Manager, introduced the item.

Mo Sammak, City Engineer, presented a powerpoint. He reviewed the background of the project, summary of the work to date, alternative 1 which was the 2006 approved plan, alternative 2 which was a two lane road with a single lane roundabout, and alternative 3 which was one north bound lane and two south bound lanes with a single lane roundabout at the intersections south of Lomas Santa Fe, and two lane roundabouts on the southbound direction north of Lomas Santa Fe with a bike lane in both directions. He provided a summary of the public workshops held in November 2009 and reviewed responses to

concerns Council expressed at previous Council meetings.

Larry Thornburgh, Nasland Engineering, presented a powerpoint. He reviewed the various uses of the Highway 101 corridor, community priorities which included continuous sidewalks on 101, roundabouts, more trees, wider sidewalks, parks, seating, outdoor dining, slow vehicle speeds, and better pedestrian access to Cardiff. He stated that mechanisms for traffic calming included roundabouts, wider sidewalks, pop-out curbs, angular parking, two lanes on the south bound side, and one lane on the north bound side. He reviewed the design elements of alternatives 1, 2, 3a and 3b and showed drawings and diagrams of each design.

Council, Staff, and Consultant discussed potential solutions to the right turn only lane on Highway 101 to Lomas Santa Fe which caused traffic back up, that there would be a potential loss of the bike lane, that the bus stops may be moved slightly for driveways and access, that there was a benefit to the right turn lane which would facilitate traffic flow and speed up traffic which was not the purpose of the project, that the negative factor was that the widened street would create a longer crossing time for pedestrians and would encourage more speed on the road, and that another option could be a squeaker lane to allow cars turning right to squeeze by the other cars.

Mr. Thornburgh continued the powerpoint reviewing the various design alternatives. He stated that all of the design options would have enhanced pedestrian crossings, colored bike lanes, wider sidewalks, back end angular parking, and plaza/outdoor seating.

Council, Staff, and Consultant discussed that alternative 2 which went from a two lane to one lane roundabout would create traffic calming and would allow for more pocket parks and other activities on the corner sidewalks, that alternative 3b had two car lane roundabouts which would create traffic issues, that there were landscape medians in all the alternatives, that the medians would be moved to the east in phase one, that phase one covered from Dhalia to Estrella, that phase one included removing medians and creating sidewalks, and that roundabouts would slow traffic and not completely stop traffic.

Mr. Thornburgh discussed the concept of traffic level service and showed charts depicting traffic counts during the day and explained how each alternative design would impact the traffic based on the traffic counts provided by SANDAG. He stated that the traffic counts were projections from SANDAG and did not take into account the widening of I-5 or other traffic diversions.

Mark Lenters, Ourston Roundabout Engineering, presented a powerpoint of general uses of roundabouts in various cities in North America. He stated that roundabouts were more compact and slowed speeds, that the modern roundabout

had traffic entering and yielding to the vehicles already in the roundabout, that roundabouts were safer than signals at intersections, and he provided suggestions on how to educate the community on the use roundabouts using tutorials, how-to-videos and driver training. He stated that training pedestrians on how to use the roundabouts should also be considered and reviewed the differences between rear-in and back-in parking.

Mayor Campbell recessed the meeting at 6:50 p.m. to allow the public to view diagrams of the various Highway 101 design plans.

Mayor Campbell reconvened the meeting at 7:03 p.m. He stated that a \$5.5 million bond was approved to fund the project, that the funds would only pay for phase one, that either one of the three alternatives would fit into the phase one plan, that either plan would slow down traffic significantly on Highway 101, and that the City wanted to create a more pedestrian friendly environment in the area.

Council and Staff discussed the availability of the funds, that the bonds would be issued in November, and that construction on the project could begin by next Fall.

Lydia Shen stated that she had a concern regarding traffic merging from two lanes to one lane on Lomas Santa Fe, that she owned a business on South Highway 101, that the merging would cause traffic to back up which would affect businesses in the area, that there should be a bike lane between the sidewalk rather than outside of the traffic for safety issues, and that the roundabouts were beautiful.

David Ott, City Manager, stated that the City reviewed the bike lane issue that casual bikers would use the inner lane but other bikers wanted to stay on the street.

Jack Hegenauer stated that he was a former cycling commuter, that there was a danger with front or back end angled parking, that cyclists and motorists had a problem with large vehicles that encroached on the bike lane or into traffic, that some vehicles were too long to fit within the parking space, whether the parking space could be striped so that it would be illegal for vehicles of a certain length to park in the stalls, and that he believed that many cyclists preferred back-in parking.

Gerri Retman thanked Council for keeping the revitalization of Highway 101 a priority, that the City would look back and see the impact it would have on the community, that slowing traffic would allow people to see more of what was going on in the community, and that maybe the shared lanes for bikers could be considered. She inquired whether there was any information available on the costs of phase two and stated that she was in favor of moving forward with the

project.

Mayor Campbell stated that once direction was given to proceed with phase one work could begin on evaluating the design of phase two.

Margaret Schlesinger stated that she was happy to see the project before Council, that there would be shock from the community about removing the median on the west side of Highway 101, that the community paid for the maintenance of the median through MID #33 (Municipal Improvement District), and that many people may not have understood that only funding for phase one was available at this time.

Jim Rogers stated that he owned a building on Highway 101, that he appreciated the forward movement of phase one, that he was an advocate for reverse angled parking, that there should be a central location for all bus stops, and that he had no concerns about slowing traffic on Highway 101 in order to make it more pedestrian friendly.

David Ott, City Manager, stated that there had been some changes to locations for bus stops and that there had been direction to maintain as many bus stops as possible.

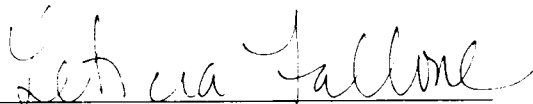
Council and Staff discussed whether phase one could be extended from Rosa St. to Cliff St. bridge, that there would be some properties losing their on-site parking due to the sidewalks, that they would be given credit for on-site parking, that the parking standards for outdoor dining and awnings should be reviewed, that there was a reduction of medians in phase one, that storm water management should be incorporated into phase one, that there should be an ordinance to allow for kiosks, that the benefits to removing the median on the west side may make it easier for residents to give it up, that only four cities in the County were taking advantage of the bond program, that the entire Highway 101 project was in the Redevelopment Agency (RDA), and that the additional funds needed for the project could be generated through the RDA.

David Ott, City Manager, stated that he would bring information back to Council on the cost for the roundabouts.

MOTION: Moved by Nichols and seconded by Heebner to approve Staff recommendation and to include the scope of the project for phase one to include from Dahlia to Cliff St. **Motion carried unanimously.**

ADJOURN:

Mayor Campbell adjourned the meeting at 7:43 p.m.


Leticia Fallon
Leticia Fallon, Deputy City Clerk

Approved: January 26, 2011