



NORTH PARK PLANNING COMMITTEE
Draft Minutes: June 21, 2016 – 6:30 PM
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I. Call to order: 6:34 pm

II. Attendance Report:

Member	Robert Barry	Howard Blackson	Dionne Carlson	Steve Codraro	Daniel Gebreselassie	Robert Gettinger	Vicki Granowitz	Peter Hill	Brandon Hilpert	Sarah McAlear	Roger Morrison	Dang Nguyen	Rick Pyles	Melissa Stayner	Rene Vidales
Attendance	12		1	2	3	4	5	6		7	8	9		10	11
Late	7:20														
Absences	1	1	1						1				1		1

III. Consent Agenda Items:

- a. **Neighborhood Development Permit (NDP) – 4586 Hamilton St.** - NDP deviation for a 1-foot interior setback from the southern lot line, for construction of four, 2-story over carport, residential town houses totaling 6,870 sq ft. PTS 465625. Presenter: John Allen. DSD Project Manager: Poncho Mendoza Fmendoza@sandiego.gov. Presented to UDPR twice, based on feedback from UDPR made design changes to conform to community character & increase pedestrian orientation. added front door entry facing the street for one of the units, created a more contemporary design, lowered fence height to a 3-foot garden wall, added articulation & lowered building height by 3 feet to reduce impact to neighbors. **MOTION: To Approve NDP for 4586 Hamilton St. PTS 465625 including deviation to 1-foot interior setback from the southern lot line. Also NPPC request applicant seeks an Encroachment Maintenance and Removal Agreement from the City to allow location of garden wall to be consistent with street-side garden walls at adjacent properties. Committee is supporting the project as presented in renderings from June 6, 2016 UD/PR meeting. McAlear/UDPR 11-0-0 (On Consent)**

IV. Approval of Previous Minutes

- a. **MOTION: Approve May 17, 2016 minutes with modifications. Gebreselassie/Stayner 11-0-0**

V. Treasurer's Report – Vicki Granowitz (Hilpert absent)

- a. Current balance \$908.88
- b. Donation to Church for room, air conditioning. Last year believe we gave \$150. Donate gift card to **MOTION: Approve a donation to the Church for \$150. Vidales/Morrison 11-0-0**
MOTION: Collect for a gift certificate for Andrew who keeps the building going for us. Carlson/McAlear 11-0-0
- c. PA System. Nguyen is figuring out what type of microphones and desktop stands would best suit our circumstance, and how it would be stored between meetings. Providing amplified sound at every meeting presents technical hurdles and requires additional time before, after and during meetings. A conference mic set will run a few hundred dollars. The current plan is to have the gear in use for big

meetings, with one stand for audience and a few mics to share with the Board. Per Granowitz, the amplification will be necessary for the September meeting (and maybe August).

VI. **Non-Agenda Public Comment:**

- a. **Steve Blasingham.** Representing Moose Restaurant Group (of Moose McGillicuddy's fame) will open Tamarindo Restaurant in the old Claire de Lune space. This will not be like other "Moose" concepts. Food with full bar; closing at midnight on the weekends; not coming in to be new nightclub or a big to-go food spot; will not have DJs or live bands; plan to maintain historicity of building exterior. No "garage doors" but windows will open (see Florent for "look"). Will not open windows on Kansas St. late, but will keep the University-facing windows open later. Looking forward to being in North Park long-term.

VII. **Announcements & Event Notices:**

- a. **C3 Gimme Shelter! Solving San Diego's Homelessness Crisis - Sooner Rather than Later** Thursday, June 23, 2016 7:00 AM- 9:00 AM Balboa Park: The Prado Ballroom, House of Hospitality To Register or for more info: <http://citizenscoordinateforcentury3.wildapricot.org/event-2264387>
- b. **Taste of Adams Avenue** June 26 from 10am-noon.
- c. **Community Housing Works** groundbreaking on July 13th at 10am. See their website.

VIII. **Elected Official's Report**

- a. **Jessica Poole, Hon. Susan Davis, US Congressional Dist 53**, 619.208.5353 Jessica.Poole@mail.house.gov Gun control focus, after Orlando nightclub shooting. Congresswoman will stop by NPPC next month.
- b. **Chevelle Newell, Hon. Toni Atkins, State Assembly Dist 76**, 619-645-3090 chevelle.newell@asm.ca.gov Socks for Standdown are being collected for homeless veterans. Assemblywoman would also like to stop by. Budget was passed on time. San Diego Markets (who run the Farmer's Market in North Park) won business of the year.
- c. **Sarah Fields, Hon. Marty Block State Senate District 39**, 619-645-3133 hilary.nemchik@sen.ca.gov
- d. **Adrian Granda, Hon. Todd Gloria, City Councilmember District 3**, AGranda@sandiego.gov Community Coffee at Einstein's in Hillcrest on June 25th from 1-3pm. Passed the \$3.3b budget unanimously. Growth is slowing. Fair amount of money set aside for infrastructure including Balboa Park. Banned synthetic cannabinoid drug "spice," and sale is now illegal. New minimum wage was approved via referendum (63% of voters supporting). Implementation discussions are underway. Downtown Mobility Plan approved. Georgia Street bridge contractor was finally confirmed—should be ongoing for ~one year.

IX. **Chairs Report/CPC:**

- a. **CPC – Tuesday, May 24, 2016, 7-9 pm.** 9192 Topaz Way, Kearny Mesa Auditorium. (For more info: <http://www.sandiego.gov/planning/community/cpc/agendas/index.shtml>). Last meeting covered:
 - i. Election of Officers; David Moody Chair, Vicki Vice-Chair
 - ii. Air quality & Community Planning
 - iii. Climate Action Plan Conformance/Evaluation with CPU
 - iv. KPBS and North Park News both doing stories on NPPC and CPU/PEIR
 - v. The NPCPU Park and Rec Element was approved at Park & Rec Board (P&RB) this month. No noticing to NPPC or NP Rec Council of P&RB meeting.

X. **Social Media Report, No Report Brandon Hilpert absent.**

XI. **Subcommittee Reports:**

- a. **Urban Design/Project Review (UD/PR)**, Peter Hill (chair) – North Park Rec Center, 6:00pm 1st Monday. Approved action items are on consent. Next meeting July 5, 2016 – Note change to Tuesday due to holiday on Monday.
- b. **Public Facilities & Transportation**, Daniel Gebreselassie (chair) – North Park Rec Center, 6:00 pm, 2nd Wednesday. Next meeting, July 12. No meeting last month, instead held PEIR ad hoc committee; next meeting may also be used for the PEIR.

XII. **Liaisons Reports**

- a. **Balboa Park Committee, Rob Steppke.** Ongoing discussion about Balboa Park improvements.
- b. **Maintenance Assessment District, Peter Hill.** Bylaws and changes to become a subcommittee of the NPPC.

- c. **North Park Main Street, Steve Codraro.** Continuing work on wayfinding signage for entrances to neighborhood, directing people to parking garage and social/cultural center of the neighborhood. Two board positions are available, contact Angie at NPMS.
- d. **NP Mid-City Regional Bike Corridors, Gebreselassie.**
- e. **Adams Ave BIA, Dionne Carlson.** Parking options for new businesses being investigated, as well as a shuttle on weekends.
- f. **El Cajon BIA, Vicki Granowitz.** Former O'Connor's location exposed original brick façade which developer has decided to keep.

XIII. **Planner's Report**, Lara Gates, 619.236.6006; lgates@sandiego.gov

XIV. **Action Items:**

- a. **Pershing Bikeway Project. Chris Carterette Project Manager SANDAG.** This is a follow-up to last month's presentation & will include some additionally requested info. See Info on Page 4-6 Below, the attached Power Point Presentation or <http://www.keepsandiegomoving.com/RegionalBikeProjects/pershingbikeway.aspx>
 - 1. Brian Jones, with Alta Planning and Design is the traffic consultant.
 - 2. The charts for Pershing capacity are AFTER the lane reduction.
 - 3. Regarding questions from last month: There is enough space, even with only two lanes, to accommodate a broken down vehicle. The concrete barriers between car lanes and/or bike lanes that was suggested are not standard and can cause additional hazards.
 - 4. Public Comment:
 - a. **SUPPORT:**
 - a. Amelia Anderson. Cyclist riding this direction, in support of plan.
 - b. Patti Cates. Brought students to Morley Field last week, and just getting kids to park was crazy.
 - c. Natalie Ven. Crossing Pershing to get Support
 - d. Jeff Kucharski. Board President of Bike San Diego.
 - e. Randy Van Vleck. Friend was hit head on, and barely survived.
 - f. Jeff Levin. Pointed out that electric and assisted bikes can make it up the hill for people who have trouble getting back up Pershing
 - g. Khalisa Bolling. Critical connection to downtown.
 - h. Nicole Capretz. North Park Action Plan; build out this network into surrounding neighborhoods as well.
 - i. Dennis Campbell. Suggest roundabout at 28th Upas Pershing intersection as well.
 - b. **OPPOSE:** Luvonne Harms. Bikers have other access and can go through Park. Motorists cannot. We are increasing density, and these people will need to drive.
 - c. **NEUTRAL:** Callen. Urge SANDAG to take a more robust public notification plan before doing this. There's been no news coverage or social media coverage. Too many residents do not know about this. Carterette replied that there was a substantial amount of public outreach including: open House in January, fliers delivered along 30th, email blasts, ad in CityBeat, door hangers along project corridor, and social media posts. Additionally the project was presented at two Balboa Park meetings, two NPPC meetings, brought to Public Facilities subcommittee, to Golden Hill Recreation Council and GHPC twice, and Downtown Planning Committee twice. Also posted on NextDoor, North Park Facebook page, and many others. Outreach will continue.
 - d. NPPC received 17 emails of support; 3 Nextdoor posts & 1 email in opposition.
 - 5. Board Comment:
 - a. **Codraro:** It's a dangerous situation that won't be made less dangerous by adding bicycles to the road.
 - b. **Nguyen:** How wide will road be? No exact measurement. Two 11-foot travel lanes, plus 3 foot buffer and 5 foot bike lane (which could be utilized).
 - c. **Hill.** Consideration of density increase seen in not only North Park, but downtown, etc? They are running models that look at traffic levels projected with density increase

through 2030. There is still expected to be a reduction in vehicle miles traveled despite population growth.

- d. **Stayner.** Why buffered bike lane southbound? Use for traffic instead? There will continue to be people riding who want to go very fast, who would prefer to be well-placed. Since the capacity to accommodate traffic is still there, and cars are hurrying to wait, removing the lane also helps keep speeds down for vehicles.
 - e. **Morrison.** Redwood where circle is, there is a stop sign (eastbound traffic). Are those intersections just outside the plan being included in the study for possible modification? Yes. City has looked at that intersection in particular for a small roundabout.
 - f. **Gebreselassie.** See how it makes bikes safer, but still prefer alternative route that would keep automobiles and bikes separately. Carterette spent time after last meeting analyzing this idea to improve the situation on Florida, but the holistic and direct opportunities on Pershing are preferred, and the intersection closer to the base are hard to navigate.
 - g. **Carlson.** Keep sending comments to SANDAG, the project is ongoing, and if you know very specific areas of the plan, please make your thoughts heard.
 - h. **Barry.** One accident will really cause issues, but not having this will have negative impact. It's a tradeoff.
 - i. **Gettinger.** Supports, with caveat that the hilly terrain is a barrier for families and new cyclists. Suggests campaign to encourage use by variety of population.
 - j. **Vidales.** Consistent with Sustainability and Mobility elements and Climate Action Plan and connectivity with downtown.
 - k. **Granowitz.** Community support is pretty overwhelming.
- b. **MOTION:** To support, in concept, the SANDAG Pershing Bikeway plan as being consistent with mobility and sustainability goals of the NP community plan and the City's Climate Action Plan. Carlson/Gettinger 11-1-0 (Gebreselassie)

II. Information /Discussion Items

- a. **Climate Action Plan – Implementation & Conformance with the CPU Presentation - Nicole Capretz Executive Director CAP** <https://www.sandiego.gov/planning/genplan/cap>
CAP initiative is to reduce our carbon footprint by 50% by 2035, with a focus on clean energy and alternative transportation for commuters. North Park went through the Community Plan Update process before this Climate Action Plan was adopted, so the City is now going to try to learn how to determine conformance between these two plans. North Park is a "Transit Priority Area" by the City. So the CAP is looking back to make sure that the places *where* we're planning density and *infrastructure* plans will align (just having growth in general isn't enough, it's having it in the right transit-oriented corridors).

We've been asking for data from day one and can't even get the most basic traffic studies (North Park traffic studies were released at same time as PEIR). We're trying to be progressive and aren't receiving data-driven support from the City. What tools can CAP give us? There are no tools currently that can be provided, but we can use the information that CAP is sharing. For example, a mode-share shift analysis based on infrastructure changes is a great example that downtown used recently (produced by Civic San Diego consultants). High-quality transit also involves giving the community a legitimate timeline for infrastructure improvements. There's also no data follow-up to see how traffic *actually* shifts over time, so we can improve. Fight for this information now, it's not too late. Can your committee recommend some type of report that can retroactively go back and look even after the CPU is approved? Yes.

- b. **NP Programmatic Environmental Impact Report.** The PEIR and the Draft NP Community Plan are available at:
<http://www.sandiego.gov/planning/programs/ceqa>
<http://www.sandiego.gov/planning/community/profiles/greaternorthpark>

Primary focus will be on transportation mitigation but time permitting could discuss any other areas covered in the document including but not limited to sections such as Historic Preservation, Land Use, Sustainability

1. Vidales: Potential Motion 1 is basically stating that the PEIR claims the impacts created by the NPCPU at build-out are un-mitigable, and we disagree. The City is basing this assertion on a Traffic Impact Study that used Level-of-Service (LOS), calculated on simple Traffic Flow for single occupancy vehicles where impacts are measured on simple time delays or inconvenience to the driver. Under this scenario even traffic calming will affect traffic flow negatively. We're stating that when using Vehicle Miles Traveled (VMT), these impacts may not even be significant and those that are significant will be mitigated thru the implementation of the goals and policies of the NPCPU because the whole paradigm is changing (flow of vehicular traffic may be affected, but will still improve due to the addition of alternative modes of transportation in the analysis).
2. Carlson: Potential Motion 2 states that the mitigation measures the City recommends for traffic impacts are a "poison pill" that will create their own negative effects. We would like NPPC-authored mitigations here instead, as they are forward-looking to the Statewide shift to VMT analysis.
 - a. Carlson will be adding all factual errors and other notes from the ad hoc meeting to this motion as well.
 - b. Granowitz requests her additional corrections for items 6.3-6 and 6.3-12 be inserted.
 - c. Codraro would like to add alternative fuel vehicles and other mitigation measures.
3. NPPC wants the City to acknowledge this request, as that acknowledgement helps us accommodate future planning and vision, and lays the groundwork for future development under VMT. We'll receive responses from the City that responds to this LOS/VMT transition.
4. Dennis Campbell. Most of the mitigation methods are infeasible. There needs to have an "Overriding Consideration" included in this section where the City states that there are economic/aesthetic reasons that the CPU should move forward without these mitigations. There's an issue for our argument, in that none of the suggestions we have are funded (actually some are in the CPU implementation plan – but we have no draft Impact Fee Study to verify this).
5. Potential Motions 1 & 2 will be edited based on comments stated above & considered for "Action" at the July 19, 2016 NPPC meeting. They are as follows:

Potential Motion 1:

Given that the State of California Office of Planning and Research (OPR) released a Revised Proposal on Updates to the CEQA Guidelines on Evaluating Transportation Impacts in CEQA (the "Paper") on January 16, 2016 based on Senate Bill 743;

Given that the OPR's suggested changes to move away from analyzing impacts and mitigation using Levels of Service (LOS) and instead adopting Vehicle Miles Traveled (VMT) will trigger an update to the state CEQA Guidelines and subsequent local CEQA Guidelines;

Given that the Traffic Impact Study for the North Park Community Plan Update (NPCPU) analyzed impacts and mitigation using LOS instead of VMT;

Given that the OPR's Paper lists potential measures to reduce VMT, most of which are already included in the North Park Community Plan Update (NPCPU) policies, such as:

- a. Improving or increasing access to transit [ME-2.3, UD-2.12]

- b. Increase access to common goods and services, such as groceries, schools, and daycare [ME-1.1, ME-1.5, ME-1.6]
- c. Incorporate affordable housing into the project [LU-4.6 thru LU-4.11]
- d. Incorporate neighborhood electric vehicle network [ME-5.18, SE-1.13]
- e. Orient the project toward transit, bicycle and pedestrian facilities [ME-2.9, UD-3.18, UD-3.19]
- f. Improve pedestrian or bicycle networks, or transit service [ME-1.8, ME-1.16]
- g. Provide traffic calming [ME-1.12, ME-3.13]
- h. Provide bicycle parking [ME-1.8, ME-2.3]
- i. Limit or eliminate parking supply [ME-5.8, ME-5.19]
- j. Provide car-sharing, bike sharing, and ride-sharing programs [ME-1.19, ME-5.17, SE-1.14, SE-1.27]
- k. Provide transit passes [ME-2.12, SE-1.14]

Given that OPR’s Paper lists examples of project alternatives that may reduce VMT, most of which are already included in the NPCPU policies, such as:

- a. Locate the project near transit [LU-3.4, LU-4.5, LU Density Bonus Program]
- b. Increase project density [LU-5.11, LU Density Bonus Program]
- c. Increase the mix of uses within the project, or within the project’s surroundings [LU-3.10, LU-5.12]
- d. Increase connectivity and/or intersection density on the project site [ME-1.5, ME-3.17]
- e. Deploy management (e.g. pricing, vehicle occupancy requirements) on roadways or roadway lanes [ME-2.1, ME-2.2]

It is therefore further evaluated that the un-mitigated impacts listed Section 6.3 (Transportation and Circulation) of the PEIR are considered partially mitigated by the North Park Planning Committee as denoted in the abbreviated list of NPCPU policies shown in brackets above

Potential Motion 2:

Whereas, Environmental impacts under section **6.3 Transportation and Circulation** are deemed by the PEIR to be cumulative, significant and un-mitigable;

Whereas the City of San Diego completed traffic analysis for this PEIR using LOS (Level of Service) standards rather than the soon-to-be-implemented VMT (Vehicle Miles Travelled) standards currently under review by the State of California Office of Planning and Research as more appropriate for such analyses,

Whereas, **Mitigation measures TRANS 6.3-1 thru 6.3-6, 6.3-8 thru 6.3-12, 6.3-14 thru 6.3-26 as identified in sections 6.3.5.1 & 6.3.5.2 under 6.3 Transportation and Circulation** are unreasonable, infeasible, undesirable to the community, do not meet the clearly stated goals of the Greater North Park Community plan and would, in many cases, engender significant and immitigable environmental impacts of their own to historical resources, sustainability, parking, pedestrian safety, etc.;

Reasoning: These mitigation measures are all contrary to goals and policies contained in the Mobility and Sustainability Elements of the NPCPU and are contrary to the City of San Diego’s recently enacted Climate Action Plan

Therefore, the North Park Planning Committee suggests inclusion in the PEIR of the following reasonable & feasible mitigation measures which DO meet the stated goals of the Greater North Park Community Plan, which would NOT engender further significant and un-mitigable impacts, and which would constitute more reasonable mitigation under a VMT analysis:

- 1) Bike and pedestrian safety improvements to all intersections within and directly adjacent to the Greater North Park Planning area failing to meet an LOS score of C or higher, including bike-permeable curb extensions to reduce pedestrian exposure to increasing traffic and appropriately designed to accommodate future bike lane infrastructure in all 4 directions.

Reasoning: This would mitigate impacts to pedestrian and bike safety from projected increases in traffic, meet the mobility and sustainability goals of the NPCPU and support the City of San Diego's recently enacted Climate Action Plan

- 2) Implement enhanced updated signalization technology at all present and future signalized intersections within and directly adjacent to the Greater North Park Planning area failing to meet an LOS score of C or higher; so as to allow for time-of-day appropriate flexible signal timing and to implement more efficient circulation for all transportation modes.

Reasoning: This would mitigate impacts to all modes of transportation from projected increases in motor vehicle traffic, meet the mobility and sustainability goals of the NPCPU and support the City of San Diego's recently enacted Climate Action Plan

- 3) Coordinate with CALTRANS & SANDAG to implement Improvements and enhancements to all freeway on-ramps/off-ramps serving the Greater North Park Planning area so as to reduce automobile "stacking" and facilitate smooth transitions for transit, while preserving pedestrian and bike safety in these areas with pedestrian activated crossing enhancements.

Reasoning: This would mitigate impacts to motor vehicle and transit delays from projected increases in traffic, meet the mobility and sustainability goals of the NPCPU and support the City of San Diego's recently enacted Climate Action Plan

- 4) Improve sidewalk safety and enhance pedestrian environment in the Public Right of Way (PROW) by removing trip hazards, repaving where necessary, proper PROW maintenance, relocating or burying intruding utility appurtenances, planting trees and appropriately locating public art.

Reasoning: Enhancing the pedestrian environment encourages walking and biking, thus reducing automotive trips, meeting the mobility and sustainability goals of the NPCPU and supporting the City of San Diego's recently enacted Climate Action Plan

- 5) Pedestrian and bike mobility, safety and aesthetic environment enhancements to the following bridges: Adams Avenue over the I-805, Adams Avenue over Texas Street, Howard Ave over the I-805 (ref: SANDAG bike lane project), Fern Street Bridge on 30th Street over Switzer Canyon,.

Reasoning: These mitigation measures have been identified by NPPC for inclusion in the IFS, meet the mobility and sustainability goals of the NPCPU and support the City of San Diego's recently enacted Climate Action Plan by promoting & encouraging walkability & bikability, thus reducing motor vehicle trips.

- 6) Modify Mitigation TRANS 6.3-18, Madison Avenue from Texas Street to Ohio Street to remove dysfunctional median chokers at Madison Avenue and Utah Street and implement Road Diet with bike lanes similar to Segment of Madison Avenue between Texas Street and Park Boulevard.

Reasoning: This mitigation measure has been identified by NPPC for inclusion in the IFS, meets the mobility and sustainability goals of the NPCPU and supports the City of San Diego's recently enacted Climate Action Plan

- 7) Implement multimodal traffic & circulation enhancements in the area of Upas and 30th Street, as identified by NPPC for inclusion in the IFS.

Reasoning: This mitigation measure has been identified by NPPC for inclusion in the IFS, meets the mobility and sustainability goals of the NPCPU and supports the City of San Diego's recently enacted Climate Action Plan

- 8) Modify Mitigation TRANS 6.3-19 to increase SANDAG & other funding for community requested multimodal improvements, art, landscaping and maintenance along the 3 identified SANDAG East/West bike corridors. .

Reasoning: This mitigation measure has been identified by NPPC for inclusion in the IFS, meets the mobility and sustainability goals of the NPCPU and supports the City of San Diego's recently enacted Climate Action Plan

- 9) Modify Mitigation TRANS 6.3-6 to implement the University Avenue Mobility Plan, including appropriate maintenance, tree planting and public art.

Reasoning: This mitigation measure has been identified by NPPC for inclusion in the IFS, meets the mobility and sustainability goals of the NPCPU and supports the City of San Diego's recently enacted Climate Action Plan

- 10) Modify Mitigation TRANS 6.3-4 to enhance all intersections along the 30th street corridor to be bike and pedestrian safe and friendly.
Reasoning: This mitigation measure has been identified by NPPC for inclusion in the IFS, meets the mobility and sustainability goals of the NPCPU & supports the City of San Diego's recently enacted Climate Action Plan by promoting & encouraging walkability & bikability, thus reducing motor vehicle trips.
- 11) Increase North/South multimodal access-opportunities from Mission Valley to other adjacent planning areas (Uptown, Normal Heights, Kensington), thus reducing traffic pressure on Texas Street (One of the two most impacted streets in North Park per the PEIR traffic analysis).
Reasoning: This mitigation measure meets the mobility connectivity and sustainability goals of the NPCPU as well as those of the adjacent planning areas, supports the City of San Diego's recently enacted Climate Action Plan by promoting & encouraging walkability & bikability; thus reducing motor vehicle trips. Currently Texas Street is one of very few access points from Mission Valley up to the Mesa on the South side.
- 12) Increase I-805 Freeway access from the Civita development in Mission Valley by implementing a northern ingress/egress route to Civita from the I-805 freeway via Phyllis Place, so as to lessen traffic pressure on Texas Street & Qualcomm Way and provide more efficient emergency evacuation for that very large development.
Reasoning: This mitigation measure has been studied and identified by the City of San Diego for inclusion in Mission Valley's IFS, meets the mobility and sustainability goals of the NPCPU and that of Mission Valley, and would reduce motor vehicle trips on Texas Street. Potential traffic from the Civita Development has already be identified as having significant impacts to North Park in the areas of traffic and circulation by that Development's own PEIR, and creating multimodal bike and pedestrian access up Texas Street has already been accepted by North Park and the City as reasonable mitigation for those impacts.

The Draft Motions could not be moved forward because the Draft PEIR was listed in the agenda as an information item.

c. North Park Community Plan Update Next Steps

1. Ad hoc committee set up for Land Use review, with Codraro and Hill coordinating (Blackson, Morrison, Barry, Stayner should be considered to attend).
2. Draft Regulation Amendments - Potential Historic District 5/31/2016 can be found at or Attachment III pg 7-9 below
https://www.sandiego.gov/sites/default/files/draft_potential_historic_district_regulations_05312016.pdf

XV. Unfinished and Future Agenda Items:

- a. July 19, 2016 - Approve PEIR comments
- b. August 16, 2016 – Possible items; NPCPU, Citizens Plan, SANDAG ½ cent tax (may move to October)
- c. September 20, 2016 - Final vote on the NPCPU
- d. Bylaws Update - TBD

XVI. Adjourn: 9:00 pm

Minutes submitted by Sarah McAlear