



NORTH PARK PLANNING COMMITTEE
PUBLIC FACILITIES, TRANSPORTATION, PARKS, AND PUBLIC ART SUBCOMMITTEE

www.northparkplanning.org

CORRECTED MEETING MINUTES

Wednesday, January 12, 2011, 6:00 p.m., North Park Recreation Center/Adult Center
2719 Howard Avenue, San Diego, CA 92104

Attendance:

Seated Board Members: Dionné Carlson (Chair), René Vidales (Vice-Chair), Lynn Elliott. Kitty Callen, Cheryl Dye, Lucky Morrison

Community

Voting Member: Ernie Bonn

**Board Member present
but not voting:**

Rob Steppke

Also present:

Steve Aldana, Alan Hoffman, Gary Weber

Parliamentary Items:

Call to order. The meeting was called to order at 6:09

Approve January 12, 2011 Agenda. MOTION: Approve Agenda. Bonn/Elliott 6-0-0 (Morrison abstained)

Chair's Comments. None

**Approve October 6, 2010 Minutes. MOTION: Approve November 10, 2010 minutes:
Bonn/Elliott 5-0-2 (Morrison and Dye abstained)**

Non-Agenda Public Comment. None

Announcements

- 1) The SANDAG Board of Directors selected Encinitas Deputy Mayor Jerome Stocks as its new Chair on December 17. http://www.sandag.org/enewsletter/feature_1.html
- 2) At its Dec. 17 meeting, the SANDAG Board of Directors accepted the Hybrid Scenario as the preferred Revenue Constrained Transportation Network Scenario for use in developing the Draft 2050 Regional Transportation Plan (RTP) to be circulated in 2011. http://www.sandag.org/enewsletter/feature_6.html
- 3) Copies of the new San Diego Regional Park & Ride Map are available now. The map is available electronically on the iCommute Park & Ride Web page. To request a free hard copy, call 511 and say "iCommute" or email carpool@sandag.org. http://www.sandag.org/enewsletter/feature_7.html
- 4) EIRs are out for several Transportation projects:
SR-11/Otay Mesa East Port-of-Entry EIR
http://www.dot.ca.gov/dist11/Env_docs/SR-11%20Draft%20EIS.pdf
Caltrans State Route 15 Mid-City Rapid Bus Transit Project EIR
http://www.dot.ca.gov/dist11/Env_docs/SR15_MidCityBRT_Draft_ISEA_December2010.pdf

- 5) René Vidales announced that The San Diego Foundation released a report titled “Clean Jobs in the San Diego Region” <http://www.sdfoundation.org/CivicLeadership/Programs/Environment/Climate/CleanJobs.aspx>
- 6) René Vidales announced that the Public Art project is finally installed in the North Park Parking Garage.
- 7) Ernie Bonn mentioned that Birney Joint Use Re-Opening event will be held on January 28, at 1 p.m.
- 8) Ernie Bonn also mentioned that she was reappointed to District 3 Parking Advisory Board yesterday
- 9) Kitty Callen stated that the Alta Dena traffic calming project will begin construction soon at Thorn Avenue and 33rd Street

Non-Agenda Public Comment

Rob Steppke would like to have a report on the I-94 Caltrans expansion project at the full board meeting to be given by René Vidales and Dionné Carlson

Information Items: None

New Business

- A. Proposal for Pilot Head-in Parking project on Kansas Street between El Cajon Blvd & Meade, and between Mead & Monroe.** *Gary Pence, Sr. Traffic Eng., City of San Diego, Steve Aldana, El Cajon Boulevard Business Improvement Association.*

Alan Hoffman presented drawings that showed the striping delineating lanes and stalls. Handicapped spaces are located at the end of the blocks as previously discussed. There are 55 spaces allocated in the block between El Cajon and Meade (which gained 25 stalls); there are 55 spaces allocated in the block between Meade and Monroe (which gained 9 stalls).

Alan Hoffman said that it makes sense to have the Handicapped parking spaces as parallel parking, and it avoids installing red curb. This process was initiated by the Mid-City Parking District, with El Cajon Business Improvement Association (ECBBIA) acting as agent. Landscape screening can be installed with residents being responsible for plant selection and maintenance, and the City allocating a dollar amount with a limit per household designated for landscaping screening.

There was a discussion on whether the project is for the benefit of the ECBBIA, with businesses benefiting but not residents.

Gary Weber said that this project is within the Mid-City Community Parking District, and the project started originally in Adams Avenue, with the purpose of creating parking without spending a lot of money. Kansas, Utah, and Oregon Streets were originally identified by the Mid-City Community Parking District as possibilities.

Ernie Bonn said that there is a certain amount of money that can be used within the Mid-City Parking District boundaries for landscaping.

Alan Hoffman said that parking utilization is over 100% in the evening per previous studies for the area. The residences originally didn't want the head-in parking in front of their properties, so the project was revised to reflect that and moved the head-in parking to the side of the street where multi-family buildings are located.

René Vidales suggested that the project be evaluated within 6 months of installation and have the ability to remove it with a vote from the Planning Committee and without a City Council action.

Alan Hoffman mentioned that similar projects in other communities include San Francisco, and locally in North Avenue within University Heights.

After further discussion, the following motion was made.

MOTION: To recommend implementation of the pilot head-in parking as presented today, to include striping for stalls, centerline, and driving lanes, in addition to striping for parallel handicap parking spaces, one space located at the northeast corner of El Cajon Blvd. and Kansas Street, and another space located at the northwest corner of Meade Ave. and Kansas St., with the provision that the project is evaluated within 6 months of installation and the ability to have it removed with a vote from the Planning Committee and without a City Council action. The pilot project is to include a City funded program thru the Mid-City Parking District for the installation of screening landscaping to mitigate head light glare if determined necessary at the end of the 6 month evaluation period. Vidales/Callen 7-0-0

Old Business.

- A. **Texas Street Improvement Design:** *Continuation of discussion of improvements to Texas Street from Madison Avenue to Camino Del Rio South, part of the mitigation improvements for the Quarry Falls Development in Mission Valley.*

Lights:

Rob Steppke said that even though there are more Acorn Lights than cobra lights being proposed within the stretch of Texas Street, the Acorn Lights would not consume more electricity. Maintenance for Acorn Lights is a little more expensive than cobra lights because it is a unique product.

Dionné Carlson said that Quarry Falls is paying for the sidewalk, retaining wall, and street lights. An endowment fund will have to be created that would pay for the difference in the maintenance between the Acorn Lights and the Cobra Lights. Another meeting with Andy Fields (MAD coordinator, City of San Diego) and Quarry Falls project managers will be held soon. Determining the entity who will be overseeing the fund will be part of the discussion during the meeting.

Entry Sign:

Dionné Carlson presented the Conceptual Landscape Plans. In the previous meeting the cobblestone monument (made out of the same coordinating rock/cobbles already specified in the landscape plans) will have a plaque/sign reading “Welcome to the Historic Communities of University Heights & North Park” and it will be installed at the bottom of the hill at the southwest corner of Texas Street and Camino del Rio South. The sign will not be lit. Committee members seem to agree with the concept.

Ernie Bonn mentioned that monument signs are lighted (with low lighting) in University Heights.

Dionné Carlson said that installation of entry monument signs is a policy issue and this entry monument may be setting a precedent. It is important to do cohesive branding of University Heights/North Park in the area. The design for the sign will become available before it goes into construction.

Rob Steppke suggested that the Community Plan Update is the mechanism for this policy

- B. **Mid City Rapid Bus Project:** *Discussion/Update.*

<http://www.sandag.org/index.asp?projectid=317&fuseaction=projects.detail>

René Vidales followed up with Miriam Kirshner of SANDAG about the results from their analysis of “The Alternative for Park Boulevard” that was presented at the last North Park Planning Committee meeting. René Vidales and Dionné Carlson met with SANDAG on January 4. René Vidales presented the following:

- SANDAG previously met with the Senior Towers at the northeast corner of University Avenue & Park Boulevard
- The sidewalk at that location is currently 20' wide and can be reduced to 10' wide to allow for additional parking spaces
- Based on the above, the parking counts have been revised approximately as follows:

	<i>Park Blvd. Segment</i> <i>University to El Cajon</i>	<i>Angle Parking Offsite</i> <i>Lincoln/Polk/Centre</i>	<i>Net Gain/Loss</i>
<i>Previously</i>	-33	+24	-9
<i>Currently</i>	-17	+24	+7

- City Council hearing for Angle Parking item possibly March or April

SANDAG had the following comments on the “Alternative for Park Boulevard”:

- Design speed of 45 mph next to angle parking is an issue
- The Bus only lane immediately next to parallel parking would mean more cars traveling in the Bus only lane vs. a dedicated lane in the current project
- The Park Blvd. Alternative did not account for placing regular bus stations/stops adjacent to side streets; adding those stations/stops will further impact areas
- The minimum width required is 114' from curb to curb, where 110' currently exists, and 116' was denoted in the “Park Blvd. Alternative” concept:

	<i>Revised Park Blvd. Alternative</i> <i>By SANDAG Consultant</i>	<i>Original</i> <i>Park Blvd. Alternative</i>
<i>Parking Lane</i>	8'	9'
<i>Exclusive Bus Lane/bike</i>	12'	12'
<i>Vehicle Lanes</i>	(2) 11'	(2) 11'
<i>Median w/angle parking</i>	30'	30'
<i>Vehicle Lanes</i>	(2) 11'	(2) 11'
<i>Exclusive Bus Lane/bike</i>	12'	12'
<i>Parking Lane</i>	8'	9'
	<u>114'</u>	<u>116'</u>

- Therefore, the “Park Blvd. Alternative” concept is not feasible

Other related notes:

- The existing Normal Street project has 30' for the median with angle parking, but the preferred width is 32'
- The northern segment of Normal Street has issues because the cross slope for the parking spaces is more than 2%

Dionné Carlson said that SANDAG wants to look at the mini pocket park and possibly achieving more parking in that area. The empty lot at the southeast corner of Park and Polk, has parking spaces that were not part of the project because these are not being changed.

Ernie Bonn mentioned that there will be another public meeting in February.

Dionné Carlson said that the earliest City Council meeting that can hear the Angle Parking item is in March. The raised medians will have an 8" curb, where 6" curb is standard. Center lanes will be dedicated bus lanes, and the project is still closing Polk Avenue. There will be a signalized intersection at Howard Avenue, which will be a place where a U-turn can be made on Park Blvd. Dedicated bus lanes will eventually be able to be shared with other buses and trolleys, but initially it will not be the case because of technology that is being used for signalization.

Kitty Callen mentioned that Ron Roberts' office is in support of this project.

Ernie Bonn showed a letter from Father Dillard of St. John Church concerning angle parking, the elimination of driveways and church access.

New Business and Possible future Agenda items:

- Gary Pence will be talking about the Pershing/Redwood intersection
- Dionné Carlson will talk about another Sewer project in the BeHi community
- Lucky Morrison would like to bring the following topics to the sub-committee: South I-805 off-ramp into North Park Way; entry monuments and signage; South I-805 off-ramp into Madison Avenue

Next meeting date: Wednesday, February 9, 2011

Adjournment. Motion: To adjourn meeting. Morrison/Dye. 7-0-0. Meeting adjourned 8:00 p.m.