





NORTH PARK PLANNING COMMITTEE

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PUBLIC FACILITIES, TRANSPORTATION, PARKS, AND PUBLIC ART SUBCOMMITTEE

MEETING MINUTES

Wednesday, January 11, 2012, 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), Vicki Granowitz, Cheryl Dye, Peter Hill

Community Voting Members: Rob Steppke, Ernie Bonn, Kitty Callen (arrived 6:16 p.m.)

Board members not seated: None

Also present: Manny Ontiveros

Parliamentary Items:

Call to order. The meeting was called to order at 6:12 pm

Approve January 11, 2012 Agenda. Motion: Approve Agenda. Bonn/Hill 7-0-0

Chair's Comments.

- Chair Carlson thanked everyone for attending this meeting.

Approval of Previous Minutes: November 9, 2011.

Motion: Approve November 9, 2011 Minutes with the following revisions: Under Chair's revise to "None" and other grammatical corrections. Dye/Steppke 8-0-0

Announcements:

1. Lecture series titled "What's so special about University Heights? Defining our community character". January 12, Grace Lutheran Church, Park Blvd. and Lincoln Ave. Kristin Harms, University Heights Historical Society.
2. Lecture series titled "Community Planning: Balancing individual property rights with community benefit". February 9, Grace Lutheran Church, Park Blvd. and Lincoln Ave. Barry Hager, Esq.
3. Plaza de Panama, Circulation and Parking Structure project. The EIR will be released later in this month. No technical studies will be released prior to the EIR.
4. San Diego Historic Street Cars. Ernie Bonn attended an all day retreat. Jay Turner, Roger Lewis, Bruce Coons and others attended. Downtown also opposed to the Mid-City Rapid Bus project. More information can be obtained at the following link: <http://www.sandiegohistoricstreetcars.org>
5. Hillcrest Town Council meeting. Ernie Bonn also attended this meeting that included a topic on the history of Hillcrest and maintaining community character.

Non Agenda Public Comment: Manny Ontiveros found out about this meeting through Facebook. He had previously requested the stop sign on Texas Street at Polk Avenue through District 3.

Information Item:

A. Affordable Housing Parking Study

Vice Chair Vidales gave the subcommittee an update as follows: The study takes into account walkability and transit in order to score points that get tabulated in a table. The table takes into account the number and type of units within the project, visitor parking, and staff parking if applicable. The City had a workshop in 2010 to gather community feedback for the Affordable Housing Parking Study. A second workshop with the City was mentioned in the first workshop, however it did not happen. CPC had an Ad Hoc committee consisting of at least one community planning group board member. There was a presentation at CPC and the feeling there was that the study was developer heavy. The study did not take into account the 2010 census data. There were concerns expressed as to whether this study can be considered a valid study.

To get a better feel on how the table works, examples on existing projects can be tabulated and calculated on the table to see how the numbers would turn out and if the formulae are accurate.

Sub-committee members expressed confusion as to how the scores are tabulated, since all categories seemed to have an identical score, and expressed a desire for further explication of how to use the formulae, of the methods, the context, how the study was done, parameters, etc. It was agreed that questions could be sent via email to René Vidales, and he will attend the CPC meeting when the study is scheduled to be heard. Board Chair Granowitz offered to request further elucidation from Planner Marlon Pangolinan.

Old Business

A. Texas Street Improvement Design. *Update/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 (Civitas) Development in Mission Valley.*

Chair Carlson contacted Mark Radelow for an update and to request the Traffic Control Plan. The project is scheduled to start in about 4 weeks. The Traffic Control Plan has been requested from the City for us to review.

B. Plaza de Panama – Balboa Park (Project No. 233958). *Proposed project includes an amendment to the Balboa Park Master Plan; an amendment to the Central Mesa Precise Plan; and a Site Development Permit. Ongoing discussion of parking, pedestrian & vehicular circulation.*

The Environmental Impact Report (EIR) is to be released in January.

Chair Carlson was deputized to present NPPC’s concerns about the Plaza de Panama project at a recent forum held by the Spreckels Organ Society. She reported back a summary of issues presented and of the questions and feedback from attendees at the event.

She reported that there appear to have been some new changes to the project not reflected in the latest set of plans released to the NPPC, and that some numbers in older minutes may now be out of date and in need of revision. The lateral roadway trench is now 14 feet below the pedestrian deck, not 20 feet as was shown in a former version of the plans.

The P de P team is no longer projecting an 88% occupancy for the paid parking structure as was stated in the Independent Budget Analyst’s report, but has reduced their projection to 77%. The committee discussed how 11% can make a big difference in revenue projections.

The P de P team said there is a new budget analysis done by the City showing that the \$14M in bond payments could be met from revenues, but they did not produce this study at the meeting. She reported that there was interest from attendees in the North Park Parking structure occupancy projections vs actual occupancy, as

well as in the fees charged. (The Walker study, prior to the North Park project being built, projected an annual revenue of \$660,000 by 2010 – 5 years after it opened, and operating expenses of \$218,000. The actual annual revenue as reported by the Redevelopment agency is approx. \$150,000 with expenses of approx. \$195,000, and has been about the same or less for the 5 years the garage has been open. The expenses do not include debt service on the bond floated for the parking structure’s construction. The North Park structure has 388 parking spaces and the parking fee is .50c per 1/2 hour during the day, with a flat rate of \$5.00 after 5pm. It averages .25 transient turns (Transient turns = Number of tickets/number of spaces/number of days in the period/month/30 or 31 days), i.e. a 25% occupancy rate. The revenues have never exceeded the operating expenses since it opened, and do not cover the bond debt.

Other items of particular interest to the Spreckels attendees were noise from the roadway (P de P team say it will be less than the current roadway), the ability to pick up and drop off passengers at the Organ Pavilion, as well as ADA access and parking. The sub-committee discussed how in the current and the Precise Plan, the drop-off opportunities are diffused throughout the park from the Plaza de California to the bottom of the Palisades. The proposed project will eliminate the wide distribution of drop off opportunities, and concentrate all pedestrian pick-up and drop-off points in the Alcazar Parking Lot and in the new Parking Structure. The sunken roadway proposed, while it has a sidewalk, as no egress for pedestrians other than back up the roadway to the Alcazar lot or into the structure. This comment should be added into the Plan Amendment comments.

The sub-committee also discussed that the existing tram is not mentioned in the plan amendments and this question needs to be asked. The proposed people-mover only takes people from the El Cid statue to the parking structure. Drop off locations are unclear.. The following needs to be clear in the project: existing tram system, proposed tram system, existing bus system, and proposed people mover. Also unclear is any connection to public transit. The November 22 version of the plans does not have the bus drop off location at the Alcazar Parking Lot. The number of ADA parking spaces shown in the Alcazar lot is now 77, where it was 75 in the previous plan version.

Based on experience with the North Park Parking Garage, it is difficult to achieve consistently high occupancy rates in a parking structure with parking fees, especially if there is free parking available nearby. The revenue in the North Park Parking Garage has never been more than \$150,000 per year. The Plaza de Panama Project plan relies on the Plaza de Panama Committee donations for shortfalls.

The approximate project costs are as follows:

\$25Million	Bypass Bridge and other roadway changes
\$15Million	Parking Structure (not including garden roof deck and associated structures)
\$40Million	total (not including garden roof deck and associated structures)

Other changes, corrections and additions to the Plan amendment comments were discussed. It was suggested that Project costs should not be part of NPPC comments on the Plan Amendments. Comments on the Site Development Permit will be taken from the Plan amendment comments and all comments will be reviewed for consistency with the most recent set of plans.

C. Discussion of “Park & Recreation Needs Assessment Survey for the Greater Golden Hill North Park, & Uptown Communities”.

This item was not discussed for sake of time

D. South I-805 off-ramp into North Park Way and South I-805 off-ramp into Madison Avenue.

Continuing discussion of potential improvements to these and other entryways to North Park, including landscaping, signage and entry monuments/gateways.

This item will be presented at a future meeting.

Next meeting date: Wednesday, February 8, 2012.

Adjournment. Motion: To adjourn meeting Hill/Steppke. 8-0-0. Meeting adjourned 7:54 p.m.