



## NORTH PARK PLANNING COMMITTEE (NPPC)

### AGENDA

**July 19, 2016: 6:30 pm**  
**2901 North Park Way, 2<sup>nd</sup> Floor**

[www.northparkplanning.org](http://www.northparkplanning.org)  
[info@northparkplanning.org](mailto:info@northparkplanning.org)

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**All times listed are estimates only: an item may be heard earlier or later than the estimated time:**

- I. **Parliamentary Items** (6:30 pm)
  - A. Call to Order, Roll Call and Attendance Report
  - B. Modifications to the NPPC Agenda
    1. **Urgent Non-Agenda Action Items:** Items may be initiated by NPPC Board Member and added to the Agenda by a 2/3 vote of the Committee. Items must have come up after the Agenda went out & be of a time sensitive nature.
    2. **Consent Agenda Items:** Items were heard & voted on at an NPPC subcommittee & are not considered controversial. *Items on the Consent Agenda can be moved to Action for full discussion by any member of the Board or Public.*

**Map Waiver – 2129 El Cajon Blvd.** (Process 3) Map Waiver for the creation of 12 residential condominium units (under construction). PTS 491832\*\*. Presenter: Terry Strom. DSD Project Manager: Renee Mezo [Rmezo@sandiego.gov](mailto:Rmezo@sandiego.gov) **MOTION: Recommend denial of the map waver because of inability of the NPPC Board to participate in design input of complex located at 2129 El Cajon Blvd. PTS 491832, but commend applicant for quality of design. Carlson/Gebreselassie (5-2-0) Hill, Stayner**
  - C. Approve Consent Agenda
  - D. **Agenda:** Adoption of the July 19, 2016 NPPC Agenda if necessary
  - E. **Minutes:** Approval of the June 21, 2016 Minutes Sarah McAlear
  - F. **Treasurer's Report:** Brandon Hilpert
- II. **Non Agenda Public Comment** Limited to Items not on the Agenda & non-debatable. 2 Min. Max, Chair can award more time.
- III. **Announcements & Event Notices:** Limited to One minute each.
- IV. **Elected Official Reports & contact Info:** Reports are limited to 2 Min Max
  - A. **The Honorable US Congresswomen Susan Davis, Dist. 53,**  
\*\* Extra time, (up to 10 minutes) will be provided to Congresswoman Davis, she will be taken during the first break upon her arrival.
  - B. **Chevelle Newell, Hon. Toni Atkins, State Assembly District 78,** 619-645-3090  
[chevelle.newell@asm.ca.gov](mailto:chevelle.newell@asm.ca.gov)
  - C. **Sarah Fields, Hon. Marty Block State Senate District 39,** 619-645-3133  
[sarah.fields@sen.ca.gov](mailto:sarah.fields@sen.ca.gov)

D. **Adrian Granda, Hon. Todd Gloria, City Councilmember District 3, [619-236-6633](tel:619-236-6633)**  
[AGranda@sandiego.gov](mailto:AGranda@sandiego.gov)

V. **NPPC Reports**

A. **Chair's Report**

1. **CPC: CPC – Tuesday, June 28, 2016, 7-9 pm.** 9192 Topaz Way, Kearny Mesa Auditorium. (For more info:  
<http://www.sandiego.gov/planning/community/cpc/agendas/index.shtml>)
2. **City has requested the NPPC hold a special meeting on September 6, 2016 to approve the NPCPU.**

B. **Social Media** Brandon Hilpert

C. **Subcommittee Reports:** Limited to Items Not on the Agenda & 5 Min. Max. each)

1. **Urban Design/Project Review:** Peter Hill Chair Melissa Stayner Vice Chair – NP Rec Center Social Room, 6:00 pm 1<sup>st</sup> Monday. Next meeting Aug 1, 2016
2. **Public Facilities & Transportation:** Daniel Gebreselassie Chair, – NP Adult Center, 6:00 pm, 2nd Wednesday. Next meeting August 10, 2016

D. **Liaisons Reports:** Limited to 1 Min. Max per Report

- |  |                      |
|--|----------------------|
| 1. Balboa Park Committee               | Rob Steppke          |
| 2. Maintenance Assessment District     | Peter Hill           |
| 3. North Park Main St                  | Steve Codraro        |
| 4. NP Mid-City Regional Bike Corridors | Daniel Gebreselassie |
| 5. Adams Ave BIA                       | Dionne Carlson       |
| 6. El Cajon Blvd BIA                   | Vicki Granowitz      |

E. **Planner's Report** –Lara Gates 619-236-6006 [lgates@sandiego.gov](mailto:lgates@sandiego.gov)

VI. **Information/Discussion Items**

- A. **Georgia St Bridge Update** - Nikolas Kennedy CityWorks (7:15 pm)  
B. **Historic Preservation Element** - City Staff (7:25 pm)

II. **Action Items:** (2 Min Max per Speaker-Chair can award more time) (8:10 pm)

A. **NPCPU Programmatic Environmental Impact Report due July 28, 2016**

Comments are for Review include but are not limited to:

1. **Mobility & Transportation** – Draft Comment Attached (These are basically the same comments discussed at the June NPPC meeting, but with the requested edits) These could be moved to Consent Agenda. See Attachment 1, pages 4-8
2. **Historic Preservation** – To Be Provided
3. **Urban Design & Land Use** – To Be Provided
4. Other – TBD

Links to PEIR and Appendices:

<https://www.sandiego.gov/planning/programs/ceqa>

Link to the North Park Final Draft of the Community Plan Update.

<https://www.sandiego.gov/planning/community/profiles/greaternorthpark>

Public Comments Closes July 28, 2016

To Submit Comments on the North Park PEIR should be sent to:

Kurtis Steinert, Senior Environmental Planner

City of San Diego Planning Department

1010 Second Ave. MS 413, San Diego, CA 92101

Or by email to:

[PlanningCEQA@sandiego.gov](mailto:PlanningCEQA@sandiego.gov) with the Project Name & Number in the Subject line  
PROJECT NAME: North Park and Golden Hill Community Plan Updates  
PROJECT No. 380611 / SCH No. 2013121076

III. **Future NPPC Meeting Dates & Agenda Items:**

- A. **Approval of the NPCPU**
- B. **MAD to become part of the NPPC**
- C. **Bylaws Update – Limited to Election Procedures & the MAD**

IV. **Adjournment**

**(9:30 pm)**

- NPPC Agendas are posted in the North Park Main St Window at 3076 University Ave
- To request an agenda in alternative format, a sign language, or oral interpreter, call (619) 236-6405.
- To Contact the Chair of NPPC, call Vicki Granowitz 619-884-0008 or [info@northparkplanning.org](mailto:info@northparkplanning.org)
- To Contact Urban Design/ Project Review, call Peter Hill 619-846-2689 or [urbandesign@northparkplanning.org](mailto:urbandesign@northparkplanning.org)
- To contact Public Facilities call Daniel Gebreselassie 619-320-5071 or [publicfacilities@northparkplanning.org](mailto:publicfacilities@northparkplanning.org)
- For information about North Park Activities or to have an event posted go to NPCA website at [www.northparksd.org](http://www.northparksd.org);
- Adams Ave Business Improvement Association: [www.adamsAvebusiness.com/](http://www.adamsAvebusiness.com/)
- North Park Main St: [northparkmainSt.com/](http://northparkmainSt.com/)
- “The Boulevard” El Cajon Boulevard Improvement Association: [www.theboulevard.org](http://www.theboulevard.org)
- North Park Maintenance Assessment District: <http://npmad.org>
- University Heights Community Association (UHCA): [uhsd.org/](http://uhsd.org/)

## Attachment 1

### Action Items: NPCPU Programmatic Environmental Impact Report

#### A, 1. Mobility & Transportation Motions which include comments on the Draft PEIR

##### Motion 1: To recommend making the following comments on the Draft PEIR as presented:

Whereas 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;

Whereas 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;

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

Whereas 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 (shown in brackets), 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*]

Whereas OPR’s Paper lists examples of project alternatives that may reduce VMT, most of which are already included in the NPCPU policies (shown in brackets), 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*]

Whereas the NPCPU goals and policies will not only reduce VMT but will also implement alternatives that may reduce VMT;

Therefore, the un-mitigated impacts that resulted from using LOS methodology listed Section 6.3 (Transportation and Circulation) of the Draft PEIR can be mitigated through other measures that do not involve road and intersection widening to accommodate single occupancy vehicles.

[Codraro/Hill 5-0-0]

**Motion 2: To recommend making the following comments on the Draft PEIR as presented:**

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

Whereas the City of San Diego completed traffic analysis for this Draft PEIR using LOS (Level of Service) methodology rather than the soon-to-be-implemented VMT (Vehicle Miles Travelled) methodology 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, unfunded, 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 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 Draft 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 to Transportation and Circulation, and which would constitute more reasonable mitigation under a VMT analysis:

Street and Traffic Signal Improvements

- 1) **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

- 2) **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

- 3) **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

**4) 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

**5) 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 Draft 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.

**6) 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 Draft 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.

Sidewalk, Pedestrian, and Bicycle Improvements

**7) 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

**8) 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

- 9) **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 30<sup>th</sup> 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.

- 10) **Implement multimodal traffic & circulation enhancements in the area of Upas and 30<sup>th</sup> 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

- 11) **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

- 12) **Modify Mitigation TRANS 6.3-4 to enhance all intersections along the 30<sup>th</sup> 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.

[Gebreselassie/Hill 5-0-0]

**Motion 3: To make the following comments on the Draft PEIR:**

1. The Transportation and Circulation Section the Draft PEIR (Section 6.3.6) only includes three (3) mitigation measures as feasible because they are included in the Impact Fee Study (IFS) and discards the rest of the mitigation measures: *"It is not likely that mitigation measures not included in the IFS would be implemented based on the lack of a funding mechanism and in some cases due to inconsistency of the recommended measure within the mobility goals of the proposed North Park CPU."* In addition, those three (3) mitigation measures may not be implemented in time before the impact occurs: *"Full implementation of these measures cannot be guaranteed because the IFS funding would not be adequate to fully fund the necessary improvements and there is no guarantee that they would be constructed prior to an impact occurring. Thus, impacts 6.3-7, 6.3-13 and 6.3-18 would remain significant and unavoidable."* Therefore, the analysis using LOS not only was inconsistent with the goals and policies of the NPCPU but also produced mitigation measures that could not be implemented before the impact occurs using the same analysis; the NPPC requests an analysis with mitigation measures using VMT that are consistent with the goals and policies of the NPCPU.
2. The NPCPU supports the implementation of Complete Streets as mandated by AB 1358, however LOS only provides an analysis for single occupancy vehicles and circumvents other modes of transportation such as walking, bicycling, and riding mass transit; therefore, both the analysis in

the traffic study and the mitigation measures in the Draft PEIR do not support the policies of the NPCPU. NPPC requests mitigation measures that are in full support of the policies that are contained in the NPCPU [such as ME Goal 6, ME- 3.2, SE-1.1, SE-1.27] and that will be consistent with the Climate Action Plan (CAP); therefore, due to the nature of the information provided during public review recirculation of the Draft PEIR is requested because the Draft PEIR

- a. could have included feasible mitigation measures considerably different from others previously analyzed that would clearly lessen the environmental impacts of the project.
3. Most of the policies listed in Table 6.1-1 (Applicable CPU Policies Related to Land Use) DO NOT match the policies listed in the June 2016 Draft of the NPCPU; for example, UE-2.17 in the Draft PEIR reads *“Preserve and encourage the continued enhancement of the Adams Avenue “Antique Row” and commercial node”* and UE-2.17 in the NPCPU reads *“Locate and design utilities outside of the sidewalks to maintain a clear path of travel”*; therefore, due to the inconsistencies in the information provided during public review recirculation of the Draft PEIR is requested because the Draft PEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.
4. Mitigation Measures TRANS 6.3-7, 6.3-13, AND 6.3-18 refer to an Impact Fee Study (IFS), however a complete IFS has not been made public and therefore, due to the lack of information readily available during the public review period recirculation of the Draft PEIR is requested because the Draft PEIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

[Granowitz/Vidales, 5-0-0]

**Motion 4: To make the following comments on the Draft PEIR regarding a section that included a factual error and one that lacked clarity:**

1. Mitigation Measure TRANS 6.3-6 should be re-worded to identify that the I-805 northbound on-ramp is located at the intersection of University Ave. & Wabash Ave.
2. Mitigation Measure TRANS 6.3-21a should be re-worded to clarify that Texas St. is not an at-level intersection with Adams Ave. within the segment from Adams Ave. to El Cajon Blvd.