



THE CITY OF SAN DIEGO

**PARKING ADVISORY BOARD  
MEETING MINUTES  
April 18, 2013**

**Civic Center Plaza  
1200 Third Avenue, 14th Floor  
San Diego, CA 92101**

| <b>Board Members PRESENT</b>  | <b>Board Members NOT PRESENT</b>   |
|---|------------------------------------|
| John Cunningham<br>Richard Stegner<br>Gary Smith<br>Tom Brady<br>Ernestine Bonn<br>Jennifer Finnegan<br>Roger Lewis<br>Andrew Phillips<br>Linda Stanley | Landry Watson<br>Benjamin Nicholls |
| <b>CITY STAFF</b>   |                                    |
| Meredith Dibden Brown and Joe Jimenez – Economic Development - CPD Program  |                                    |

**1. Roll Call and Introductions**

Chair Smith called the meeting to order at 3:07 p.m. and then attendees introduced themselves.

**2. Approval of Minutes**

Minutes from March 21, 2013 were approved with a typographical error on page 3 corrected.

**Motion: Jennifer Finnegan / Second: Tom Brady.** Passed 9-0-0

**3. Non-Agenda Public Comment**

None

**4. Board Administrative Items**

**a. Requests for Agenda Revisions (continuances, change in order, etc.)**

None

**b. Conflict of Interest Declarations on Agenda Items**

None

**c. Board Non-Agenda Comment**

None

**d. City Staff Report (on items not on the agenda)**

None.

## **5. Complete Streets Presentation – Information Only**

Ms. Kathleen Ferrier from WalkSanDiego provided an overview of key issues in implementing Complete Streets in San Diego. Complete Streets are defined as comfortable, convenient and safe for travel via auto, foot, bike, and wheelchair for people of all ages. California’s Complete Streets Act requires cities, once substantive changes are made to the circulation element of their general plans, to then demonstrate through the general plan how they will plan for all roadway users. Subsequent amendments to CEQA guidelines mean the reviewing agency has the discretion to choose the threshold of significance so that the performance and safety for all modes of transportation rather than just auto traffic is considered. The City’s mobility element embraces multi-modal transportation planning however, the City’s technical document, “Traffic Impact Study Manual”, does not reflect analyzing impacts within the Complete Streets context. Level of Service (LOS) for roadway traffic operations is a measure (from A to F) which qualifies operational conditions within a set of streets and intersections, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. However, within the City’s Manual, only autos are taken into account and other users such as pedestrians and bicyclists are ignored. The challenge in San Diego therefore, is aligning planning and technical documents with the vision of Complete Streets and using resources such as SANDAG for the calculation models and data.

## **6. Parking Advisory Board Ordinance**

Chair Smith had not received any suggestions regarding the PAB ordinance and therefore the only suggestion regarding changes is to make the quorum a majority of those seated and actions of the PAB would require a two-thirds vote of the number required for a quorum. There was some discussion around the proposal and previous efforts to change and the interest of the City Attorney in keeping quorum requirements consistent amongst the City’s various Boards and Commissions. Chair Smith advised that he had reached out to Council members without representation to offer to meet to discuss and encourage nominating representatives. Staff will prepare a strikeout version of the PAB ordinance for the next meeting.

## **7. Parklets – Information Only**

Chair Smith noted that Downtown is working to create pilot Parklets and North Park has one approved. There have been issues even with Pop up style Parklets with regards to location, uses, liability, and loss of parking spaces. Mr. Roger Lewis commented on infrastructure issues such as the height of the road crown affecting ADA accessibility to the Parklet platform. UCLA has a Parklets Tool Kit document online as does San Francisco, both of which are useful. Nine cities have Parklet programs so far. Studies show that blocks with Parklets have 13% more pedestrians which discounts arguments that the loss of parking means loss of business.

It was suggested that “Parking” for the Board is about access but includes enhancing access by other means too rather than just parking spaces. Mr. Lewis suggested convening a taskforce to work with the City on a process for developing policy for Parklets rather than have the PAB and others react to a final draft. The new Sr. Traffic Engineer, Mr. Joe Jimenez, offered to check with Gary Pence on such a process and working with PAB volunteers (Chair Smith, Mr. Lewis, and Ms. Linda Stanley).

## **8. Budget and Finance Committee - Guidelines for the Use of Parking Meter Funds**

Chair Smith commented on this item and note that staff had sent out for review pertinent City

Attorney memos on uses of parking meter revenue.

**a. Angled Parking – Proposed Policy**

Staff advised that the Policy had been split into two documents with one being a general procedural document for determining requirements and how to submit and process angle parking requests and the other document being a working paper with the technical specifications for the relevant parking conditions to be considered when evaluating sites for angle parking. Samples of the technical document were provided for review and comment and Mr. Jimenez noted that a scenario for 90° parking had been added to Table B where ADT is below 3,000. Chair Smith commented that the LOS should be more concerned with speed of traffic rather than trips. Mr. Jimenez noted that the narrative on policies needs more work (and include references to the tables in the technical document. There was a question about head-in versus back-in parking and staff noted that the narrative text had not yet been updated to address safety and visibility concerns around this kind of parking. Chair Smith recommended removing Mayor from list of people/entities that could approve requests and offered to rewrite that section to clarify the percentage support requirement for petition –initiated changes as compared with direct requests from recognized community groups with a public noticed hearing process.

**b. Traffic Requests – CPD Advisory Board Review**

Chair Smith commented on the current process being piloted Downtown through the DPMG and noted that the group had approved a set of Standard Operating Procedures to speed up the review of certain requests such as fixing curb cuts, adding meters consistent with existing rates and times. Other requests such as changes in curb colors (other than blue curb in front of single family residences) go to the DPMG with a written response of the Board’s recommendation being provided to TEO. The example of a requested loading zone in front of a nail salon was provided. There was discussion about how to expand to other communities Chair Smith noted the role of CPD advisory boards in parking impacted areas is to recommend parking solutions and in communities without parking impacts that the planning groups could provide such recommendations.

**9. Board Priority Items**

Mr. Lewis commented that given the uses of parking spaces such as for valet parking and now Parklets, etc., the value of parking spaces needs to be discussed. Staff was asked to add Parklets and Bike Corral as item i) to the Board Priority list.

**10. Updates from Represented Constituencies – Information Only**

- a. Downtown CPD (Andrew Phillips) – In the process of obtaining committee and board approval to purchase and install 200+ bike racks. The standard rack is a chromed ring which can be customized by neighborhoods and is easy to maintain and remove graffiti.
- b. Uptown CPD (vacant)
- c. Mid-City CPD (Roger Lewis) – No additional comments.
- d. Pacific Beach CPD (vacant)
- e. La Jolla CPD (vacant)
- f. Old Town (Richard Stegner) – No additional comments.
- g. CD1 (Tom Brady) – Quiet in La Jolla.
- h. CD2 (John Cunningham) – No additional comments.

- i. CD3 (Ernestine Bonn) – Twenty one additional conversions have to go through planning process; 33 spaces to be striped that were approved by Uptown Planners. June 2 is the Rock and Roll half-marathon which will cause loss of parking but Ben Nichols at HBA is working with the community to potentially make spaces at the Education Center available for overnight parking by residents. On March 26, met with Gary Pence and consultant on the study for 200+ spaces. Commented on car2go and MoveOn San Diego presentations.
- j. CD4 (vacant)
- k. CD5 (vacant)
- l. CD6 (Linda Stanley) – Council member Lori Zapf with Kevin Faulconer is proposing to revisit the oversize vehicle ordinance for Clairemont and Point Loma.
- m. CD7 (Jennifer Finnegan) – No additional comments.
- n. CD8 (vacant)
- o. Community Planning Committee (Landry Watson) – Absent
- p. BID Council (Benjamin Nicholls) – Absent
- q. At-large Representative (Gary Smith) – About 200 more car2go vehicles are slated to come to San Diego but waiting on charging stations. There is a number of locations downtown including in East Village but for those on private property the sponsor pays the electricity bill and gets reimbursed 30 days later.

## **11. Adjournment**

The meeting was adjourned at 4:33 p.m.

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Final Approved: May 16, 2013

Motion by: Andrew Phillips / Second: Ernestine Bonn. Passed 9-0-0

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