



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

www.northparkplanning.org

MEETING MINUTES

Wednesday, October 6, 2010, 6:30 p.m., North Park Main Street office
3076 University Avenue, San Diego, CA 92104

Attendance:

Board Members: Dionné Carlson (Chair), René Vidales (Vice-Chair), Rob Steppke, Vicki Granowitz, Lucky Morrison, Lynn Elliott

Community Voting Members: None

Also present: JoAnn Edwards, Jennifer McDonald, Joanna Rumpel, William Schneider, Mike Fish, Tee Taylor, Jason Ballard, Walter Geyer, Claudine Yin, Alan Hoffman, and Gary Pence

Parliamentary Items:

Call to order: The meeting was called to order at 6:36

Approve October 6, 2010 Agenda: Motion: Approve Agenda with the following change: Move Item II a), b), and c) to a later time until Mr. Pence arrives. LE/VG 6-0-0

Approve September 9, 2010 Minutes. Motion: Approve September 9, 2010 minutes with the following changes:

- In Chair's Comments, correct to "*Charrettes*" and "*disappointment*"
- In Old Business A, Landscape Design, correct to "*Dracaena*" and "*maintenance-free*"
- In Old Business B, first paragraph, correct to "*that on El Cajon Blvd. the project keeps being diminished in stations and in the removal of amenities like landscaping and artwork*"
- In Old Business B, Ernie Bonn's comment, first bullet point, correct to "*Lincoln Avenue, Polk Avenue, and Centre Street add a total of 24 parking spaces as a mitigation*"
- In Old Business B, Dionné Carlson's comment, correct to "*Dionné Carlson expressed concerns with the following:*"

- *The likelihood of drivers being confused by the center bus lanes when turning left from El Cajon Blvd. onto Park Blvd. as the bus lane will be wider than the single car lane. Similar concerns at intersection of University & Park Blvd.*
- *The length of time for construction and impacts to businesses & neighbors needs to be known*
- *The heights of the center bus lane platforms could create a hazard*
- *The bus lanes form an additional barrier to lateral transition between North Park and Uptown districts contrary to objectives of the community plan update process*
- *Delivery trucks for Henry's Market use Polk Avenue as access*

In Old Business B, René Vidales' comment, fourth bullet point, correct to "*wide*" street
RV/RS 5-0-1 (Granowitz abstained)

Chair's Comments: None

Non Agenda Public Comment:

1. JoAnn Edwards talked about resident parking issues on Indiana Street. Ms. Edwards will be proposing angle parking and possibly a petition for changing a portion of Indiana Street to a one-way street in a future meeting.
2. Lucky Morrison mentioned that an ABC Permit for full liquor license has been granted to Urbn' Pizza (University and 31st), with a notice to stay open until midnight, and roll-up window to close at 10 p.m.
3. Chair Dionné Carlson read an email received from Ernie Bonn (University Heights Library Task Force) regarding an article that was published in the Voice of San Diego about proposed funding cuts to Libraries and requesting this be discussed in the context of community plan updates at a future PF meeting.

Announcements:

1. René Vidales announced that a reconstruction project for the Blue Line Trolley will begin in October 2010 and some services may be interrupted. For more information, visit www.511sd.com

Information Items:

- a) **Proposal for Pilot Head-in Parking on Kansas Street between El Cajon Blvd & Meade, and between Meade & Monroe.**

Gary Pence from the City of San Diego presented the project. Mr. Pence stated:

This is a pilot project intended to create more on-street parking and to help in developing guidelines (which do not currently exist) for this process in the future.

The process to install Head-In Parking takes about a year and requires the following:

- support from residents
- support from the Planning Committee
- City Council action

For the section from El Cajon Boulevard to Meade Avenue, head-in parking is proposed on the east side; For the section from Meade Avenue to Monroe Avenue, the head-in parking is proposed on the west side, to facilitate the creation the most possible parking spaces.

Head-In Parking is proposed because Angle parking requires a greater length of red curb around each existing driveway/curb cut and therefore reduces the number of possible parking spaces. Kansas Street measures 52' from curb to curb; and therefore angle parking on both sides is not feasible.

Typical parking stalls measure 8 feet wide, however this project proposes 9 feet wide spaces for greater ease of parking and for increased safety. Each block would gain an additional 22 parking spaces. No determination has been made yet as to the possibility or location of handicapped parking spaces, however Mr. Pence said that residents could request handicapped parking spaces in front of their residences and be accommodated, just as in current city regulations.

Alan Hoffman, the consultant for the Mid-City Community Parking District, was present representing that agency, which initiated this pilot project for head-in parking. Mr. Hoffman stated that in the case of angle parking, the City provides a measured angle that is above national standards. North Avenue currently has angle parking on one side of the street and head-in parking on the other side of the street. In general, 9' wide parking spaces are safer. In addition, the City of San Francisco uses head-in parking extensively. The Community Parking District is tasked to look for additional parking throughout the community. They have

performed utilization surveys in the area which show utilization exceeding 100% in many areas; Kansas Street between Meade and Monroe measured about 1000 cars per day, Kansas Street between Meade and El Cajon Boulevard measured less than 2000 cars per day.

Community members expressed the following concerns:

- Security & safety risks of head-in parking and angle parking. (e.g., tinted windows in neighboring vehicle decrease visibility)
- Concerns about headlights shining directly into homes at night.
- Concerns that head-in parking will decrease the security of the area by adding density to the neighborhood.
- Concern that in this transitional neighborhood would “become a parking lot” for nearby businesses.
- Suggestion was made that this be “permit” parking for residents.
- Head-in parking has a parking lot/commercial feel rather than a neighborhood/residential feel.
- In addition, the issue with drainage problems cited in previous meetings are an ongoing concern; when it rains extensively, drainage goes from the curb into the sidewalk. Concern is that head-in or angled parking would put tires up against curb creating a dam, and water overflow into residences.
- There were concerns regarding the safety of backing out of existing residential driveways and visibility on Kansas Street.
- There were concerns that over-long vehicles (i.e. “work trucks” & delivery vehicles for nearby businesses) would cause a hazard in head-in or angled parking
- What about the impacts to street sweeping, with more and possibly non-resident cars to be moved.
- In addition, accessibility issues may be created.
- One question that community members want answered is whether the removal of previously installed head-in parking requires a City Council action.
- Concerns about how to undo this type of parking if residents agree to it. How long would process take, what would it entail, how onerous would it be?

Mr. Pence and Mr. Hoffman responded:

- The addition of 6 feet of red curb on each side of the driveway will add a substantial clearance, to ensure safety. There is currently a \$350 administrative fee to install red curb in existing driveways if initiated by a resident, however this project would red-curb the driveways at no cost to residents.
- The stalls are planned to be 16 feet long to accommodate a reasonably long vehicle.
- No determination has been made whether the installation of head-in parking would create additional drainage impacts. This pilot project would be a test of feasibility and would allow this to be empirically evaluated.
- Street sweeping will likely continue as it is today on the 2nd and 4th Monday of every month.
- As this is a pilot project, residents would have input into deciding what the process is for undoing the parking. Individual residents could “opt out”.

Vicki Granowitz stated that handicapped parking spaces need to be added to the project, as well as red curb to driveways. Rob Steppke is concerned with speeding traffic and possibility of collisions.

Dionné Carlson asked whether there might be signage along the lines of “beware of cars backing out” and whether curb pop-outs to protect vehicles and pedestrians might be added at the corners. Also wanted to know process for evaluating project and opting out if residents dislike it.

Gary Pence stated that the City would not like to force the head-in parking project if people do not want it. He emphasized that this is a pilot project and that residents can suggest improvements to the process and opt out collectively or individually if unforeseen problems arise.

No action was taken, since this was an Information Item only.

Residents with questions and concerns may contact:

Steve Aldana, the representative for the Mid-City Parking District. His office phone number is 619-283-3608 and his email address is info@theboulevard.org

Alan Hoffman, the consultant for the Mid-City Community Parking District, can be reached at 619-232-1776 and his email address is Alan@missiongrouponline.com

Gary Pence, Sr. Traffic Eng., City of San Diego, can be reached at (619) 533-3184 and his email address is GPence@sandiego.gov

b) Proposal for “V-Calm” signs (electronic signs that display vehicle speed) on Upas Street between Pershing Drive and 30th Street.

Gary Pence from City of San Diego presented the project, consisting of the installation of two electronic signs that display vehicle speed and posted speed limit.

Gary Pence stated that 85th percentile speed is 34 mph and posted speed is 30 mph on Upas Street between Pershing Drive and 30th Street. Other traffic calming devices are not appropriate for this location. 30th Street is within a ¼ mile from the “Smart Growth Area” and qualifies for TransNet funds. This project would not preclude other locations. The installation of a V-Calm sign does not require an action by the City Council.

This project was initiated by the neighbors, and residents where the signs are to be posted have been notified. Community members present at the meeting showed support for this project. The community and residents are in support of this project.

No action was taken, since this was an Information Item only. This item will go to the full board for action.

c) Proposal for Traffic Calming & Pedestrian Improvements at Pershing and Redwood Streets.

Gary Pence, Senior Traffic Engineer from the City of San Diego presented the project. Mr. Pence gave a proposal based on previous feedback and the budget that is currently available.

The community has wanted, studied and proposed a traffic circle in the past for which the cost was estimated at around \$1.2 million, however, this cost may be low due to some grading challenges. The current proposal creates pedestrian enhancements, with landscaping features, including sidewalk, crosswalks, ramps, and street lights.

Vicki Granowitz would like to see the money used for pedestrian improvements at the intersection and possibly lighting instead of the whole project. Community members like the sidewalk and would like to see more connectivity within Balboa Park, possibly adding curb pop-outs and refuge areas.

An email letter objecting to the proposal from Roger Lewis was given to Mr. Pence.

No action was taken, since this was an Information Item only.

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.

NPPC has met with Phil Roth and Todd Gloria with regard to the proposal to install Acorn Lights in an area without a Maintenance Assessment District (MAD). The City only allows Cobra type standard street lights in areas without a MAD and does not allow other type of street lights like Acorn Lights unless there is a MAD. Andy Fields from Parks and Recreation heads all the MADs in the City and may find another way to add the Acorn Lights into the project. Sudberry Properties is willing to do the Acorn Lights. This item is to be tabled to a future meeting.

B. Mid City Rapid Bus Project: Discussion & Review following Land Use & Housing (LU&H) Committee meeting held this morning.

- Vicki Granowitz and René Vidales attended the LU&H Committee meeting
- René presented an alternative plan for Park Boulevard to the LU&H Committee
- LU&H voted unanimously to forward the angle parking action without a recommendation to the full council, and to request for SANDAG, MTS and City staff to consider additional mitigation measures including but not limited to:
 - Construction of additional parking spaces on the Normal Street median
 - Signal coordination on University Avenue & Washington Street
 - Traffic improvements to the 163/Washington Street on-ramp
 - Broader search for angle parking in additional blocks
- LU&H Committee also asked for North Park and Uptown to work together to find additional mitigation for the loss of parking

SANDAG engineers are reviewing the Alternative Layout for Park Boulevard to see if the lane widths work and also to add in the bus stops that are not shown on René's drawing. Once that is done, they can calculate the changes to parking and compare it to SANDAG's proposed design.

Alan Hoffman expressed that according to the 2050 RTP, the model projected that the worst travel times were along El Cajon Blvd. and Park Blvd. due to the reduction of automotive capacity and the addition of housing. In regards to street cars, they work best on relatively short trips.

This item is to be discussed further at the full board meeting.

New Business: None

Possible future Agenda item: Indiana Street, one-way request and angle parking request

Next meeting date: Wednesday, November 10

Adjournment. Motion: To adjourn meeting. DC/RV. 6-0-0. Meeting adjourned 8:55 p.m.