

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD  
Meeting of July 24, 2008

DRAFT MINUTES

Chairman: Mark Broido Vice Chairman: Joe LaCava Acting Secretary: Lance Peto

Present: John Beaver (LJTC), Mark Broido, Mary Coakley (CPA), Joe LaCava (BRCC), Lance Peto (CPA), Jerry Burwell (PLJ), Van Van Inwegan (LJTC), George Sutton

Lance Peto recorded the minutes of the meeting.

REGULAR MEETING WAS CALLED TO ORDER AT 4:10 BY CHAIR MARK BROIDO

Minutes: Seeing no objection the minutes of the meeting of June 26<sup>th</sup> were deemed approved.

Public Comment:

- Darcy Ashley received complaints about a car promotion on Wall St. It was a Lexus promotion and it was never presented or heard by T&T.
- Pat Granger complained about the intersection of LJ Village Dr. & LJ Scenic regarding the cross walk and difficulty in seeing pedestrians – someone was almost hit.
- Joe LaCava reported there was a death at La Jolla Mesa & Van Nuys & the community is considering moving the crosswalk to La Jolla Mesa & Colima.
- Mike Costello asked whether moving the crosswalk would improve the situation and the answer was it would improve visibility and they may consider another roundabout
- John Beaver commented that as businesses are removed, driveway cutouts remain and they are uneven and people don't park in front of them. He suggested these driveway cutouts be made into regular parking spaces.
- Van Van Inwegan stated that some houses in Bird Rock also have old driveway cutouts and wanted to know what we can do to restore the curbs to the original condition.
- Tiffany Sherer commented that the Catholic Church just removed 4 parking spaces in building a new parking lot and driveway entrance and wanted to know how it was approved. T & T did not hear this issue.

Chair's Report:

- We are dark in August
- Gary Pence is back as our City Traffic Representative
- The parking board is dormant, but not dead and T & T will hear certain items until the parking board reconvenes.
- Two emails were read. Roger Wiggins had concerns about the Chabad Project and that it would create additional traffic jams on both Hidden Valley & Ardath Rd. Ruth Padgent also expressed concerns about the Chabad Project and that their traffic study did not reference the significant traffic problem on Ardath Rd., which is now a nightmare.

AGENDA ITEMS:

1. Nominations for Officers

Lance Peto nominated Tom Brady as Chairman, seconded by Mary Coakley  
Lance Peto nominated Martin Mosier as Vice Chairman, seconded by Van Van Inwegan  
John Beaver nominated himself as Vice Chairman, seconded by Mary Coakley

2. Calle de la Plata @ Torrey Pines Rd

The City Traffic Representative made a brief presentation regarding restricting left turn hours or placing a complete no left turn restriction at that intersection. He indicated that it is not a dangerous situation, but the City staff considers it a concern. Public comment was offered that it was a difficult left turn with a steep incline and the two options were discussed. A motion made by Peto, seconded by John Beaver, to restrict no left turns from 7 am to 7 pm. The motion failed 5 to 2. Another motion made by Van Van Inwegan , seconded by Burwell, to restrict the intersection to no left turns. There was public discussion that there has been no traffic accident history at this intersection and that this item should be sent back to the LJ Shores Association so that the residents in the area could have input. Van Van Inwegan withdrew his motion.

3. La Jolla Motor Classic

Tiffany Sherer from Promote La Jolla made a presentation that this event will be held on January 11<sup>th</sup>, 2009, which is the fifth annual. It is designed to attract visitors to La Jolla and there will be a visitor booth added in the park. PLJ will fertilize and aerate the grass after the event. In past years, there's been a terrible traffic jam on Coast Blvd. and PLJ is asking for the closure of Coast Blvd., with the intent on directing traffic down Prospect or turning left off Cave St. to valet parking. Chairman Broido asked if parking spaces would be closed and yes 77 spaces are blocked off during the event. Jerry Burwell was concerned about losing the 75 parking spaces in the Coast Walk building and loss of business clientele on a weekend. He wanted to know if the road could be left open for businesses. Mary Coakley suggested transporting judges and contestants in the area and freeing up the 77 parking spaces. Tiffany Sheer indicated there would still be a traffic jam along Coast Blvd.

**MOTION: That traffic control be located at Prospect and Coast, that a sign be placed at Park Row & Prospect to direct traffic to parking, that Coast Blvd. remain open for through traffic and local businesses and that traffic control be placed at the intersection of Girard & Prospect at the end of the event to waive the stop signs & speed up traffic leaving the area. (Joe LaCava, seconded by George Sutton).  
Passed 7-0.**

#### 4. Hillel of San Diego

Chairman Broido reminded the committee and the public that we needed to focus entirely on traffic, parking, and the street vacation issues.

Joshua Richman was representing Hillel and made a presentation. The project will consist of 2 phases; one being converting a house on Cliffridge to administrative offices and phase two will be the construction of Hillel and converting the administrative office back into a home. The complex consists of 68 parking spaces and a parking attendant will be provided. They are proposing a maximum number of 6 special events in the beginning, increasing to a maximum of 9 in subsequent years. The existing cul-de-sac will be replaced by landscaping and a bike path. If additional parking is required, it will be provided @ UCSD on an as needed basis and Hillel will provide a shuttle service. A parking agreement has been reached with UCSD. The new traffic study indicates there will be no significant impact and Hillel is proposing a parking management plan similar to the one implemented during the US Open. There are no municipal code deviations with this new project. Joshua proceeded to respond to following 14 email questions:

1. When was the Traffic Study done? Josh indicated update information is available on the Hillel website.
2. What will be the attendance? There are now approximately 100 and they anticipate 200 on Fridays in future years. The capacity is being capped to a maximum of 400. There was a great deal of public comment about the capacity of the facility and several people indicated that the capacity could reach in excess of 800 according to Hillel's reports.
3. Will the street vacation and narrowing affect the fire lanes? The current building code sets a minimum 26 foot. The proposed curb-to-curb will be 34 feet, with an additional 12 foot right-of-way on Hillel property, which exceeds code requirements.
4. What is the percentage of people using Hillel who will drive, walk, carpool, or bike? Over half will travel on either foot or bike.
5. Are most users on or off campus? Approximately one-third are on campus.
6. With the addition of the proposed Venter Building at the intersection of Torrey Pines & LJ Village, is this fact taken into consideration in the traffic study? Yes, all proposed and future projects in and around UCSD were taken into consideration.
7. What year was the garage study conducted? 2008.
8. Is the garage entrance an appropriate location on LJ Scenic Drive? The entrance is 50 feet from the curb cut and 100 feet to the center of La Jolla scenic Way.
9. If people exit the garage and turn right, it will be entering Cliffridge and will it impact the neighborhood? No, per the traffic study.
10. The UCSD parking lot has been scheduled for a new building and how will this affect you? UCSD will accommodate any parking changes.
11. Are the car lifts approved in the City Code? The code is silent on the issue of car lifts.
12. What is the code for the driveway curb cut? The curb cut shows 22 feet and the code says 24 feet.
13. How is the parking requirement determined where seating (pews) are not fixed? One parking space is required for every 3 seats, therefore, for 200, there would be 68 spaces required.

14. Are the remote lots within 600 feet? No and that's why the shuttle will be provided as needed.

**PUBLIC COMMENTS:**

Will there be conflicts with LJ Playhouse? No, the traffic study has taken the aggregate traffic into account.

Will there be cumulative impact on the streets since the hours of operation focus primarily on Friday nights between 7 and 11 pm? Dinner will be served at 7 pm Friday nights and events will be over by 10 pm.

Chairman Broido reminded the committee that the following 4 findings must be found in order to approve the street vacation:

- 1) There will be no public use of the right of way in the present or future
- 2) The public will benefit from the street vacation
- 3) The street vacation won't adversely affect the land use plan
- 4) The vacation of the public right of way will not be detrimental

Chairman Broido also indicated that T & T must determine the two other issues:

- 1) Is the parking adequate ?
- 2) Is the transportation plan satisfactory ?

Pat Granger (?) made a presentation representing the community and the following points were raised :

- narrowing the road is disturbing
- the street vacation of Cliffridge will only benefit Hillel
- questions the capacity being limited to 400
- the shared parking agreement with UCSD is non-binding
- students will park in the neighborhood in the evening because the 2 hour parking ends @ 6pm
- noise will increase in the neighborhood when they park there
- asked who else will be using the facility because there are no restrictions
- all drop off traffic is proposed in the garage which is questionable
- where is the waste collection & will it impact the street /
- what is the size of the original parcel ? 15,350 sq ft
- what is the size after the street vacation ? 35,069 sq ft

Public comment regarding another traffic safety concern at the intersection of Torrey Pines & La Jolla Village Drive was that there is a serious conflict of interest with bikes using the proposed bike path & the pedestrian cross walk. A dangerous situation exists & the bike path compounds the problem.

Alex Varon raised concerns that the Hillel project will generate u-turns at the intersection of La Jolla Scenic and Caminito Deseo where la Jolla Scenic bottlenecks from 4 lanes to 2 lanes. He

asked how many would staff the facility & the answer was that there would be up to a staff of 12. He indicated that the La Jolla Shores PDO requires that where there are 2 or more uses in a project ( i.e., offices & meeting rooms), that you must provide the sum of the combined parking requirements for each use & therefore the proposed project is deficient.

John Beaver asked Anu Delouri from UCSD how the shared parking spaces are allocated. Anu read a statement response from UCSD which indicated that there is a license agreement between Hillel & UCSD until 2012 but it can be revoked.

Mary Coakley asked how many spaces would be left on La Jolla Scenic and questioned cars queuing into the garage creating a traffic backup.

**MOTION: Made by Mary Coakley and seconded by Van Van Inwegan that the findings can not be made for the street vacation (Mary Coakley and seconded by Van Van Inwegan). Passed 3-2-1.**

The abstention explained that the City Council had previously approved the street vacation and accordingly must have determined that the findings could be made in order for the Council to approve the vacation.

A request was made to have the City Attorney review this issue & give an opinion on whether findings for the vacation can be made.

Public comment on the adequacy of the parking:

Questioned the drop off in the garage while students were parking at the same time with a smaller than normal driveway curb cut. Would this not create more congestion?

The answer is that the garage has been engineered to accommodate the drop off area & that the architects were still looking at the design to possibly make minor changes to improve the lift parking configuration and circulation.

**MOTION: Deny this project based on inadequate parking, the type of lifts proposed, the number of parking spaces is not clearly determined with dual use occupants and loss of on-street parking. (John Beaver and seconded by Mary Coakley). Passed 4-0-2.**

Public comment on whether the transportation plan was satisfactory:

The community representatives were asked if they felt that in lieu of vacating La Jolla Scenic Way & Cliffridge that the streets should be fully improved to the 60 ft right of way. It did not make sense since the streets do not go anywhere and widening would serve no purpose

**MOTION: That this project does not create an adequate transportation plan based on the fact that La Jolla Scenic way will be impacted, that there will be increased U-turns at La Jolla Scenic and Caminito Deseo, that more people will be walking across La Jolla Village Drive, that trash pick up will be detrimental on La Jolla Scenic & that drop off is inadequately addressed. (Mary Coakley and seconded by John Beaver). Passed 4-2-0.**