

Hillside Drive Ad Hoc Committee Meeting Minutes, May 15, 2020

Virtual Meeting, held via ZOOM due to Covid-19 Pandemic "Social Distancing" Directives
Start: 1:00-1:40; 2:00-2:40. (Meeting interrupted while in progress by ZOOM time limits.)

Present: John Gilchrist, Chris Day, Tom Brady, Diane Kane

Absent: Nancy Manno, Dave Abrams, Mike Furby, Tom Grunow

Guest Speaker: Joe La Cava

Agenda: The purpose of the meeting was to gather information about various methods to address the sub-standard condition of Hillside Drive using private funds.

Mr. La Cava has set up two Maintenance Assessment Districts in La Jolla: Bird Rock Commercial Area & Village of La Jolla. As a professional engineer/land use consultant, he managed the Bird Rock Assessment District on a *pro bono* basis for several years before turning the operation over to a paid manager (Matt Mangano).

He covered three types of private assessment districts:

1. Improvement Districts: Used for major capital improvements like "scrape & re-build" street paving. Normally used for paving unpaved alleys. Could work for Hillside if road needed to be rebuilt. Not used for on-going maintenance, routine and/or intermittent repair or additional services.

2. Maintenance Assessment Districts:

- Cover upgraded services not included in baseline city services.
- "Baseline" services developed during initial district establishment, but revised annually.
- Can change over time; don't include policing & parking enforcement.
- Used for maintenance not capital improvements.

a. Process

- Require petition from property owners
- City fronts costs of engineering, mapping, assessment fees, benefits and district viability
- Passed with simple majority vote of property owners in district

b. Issues

1. District boundaries important:

- too small, not enough funding for services desired
- too big; property owner resistance if benefits don't equal costs

2. Determine who manages District: city or Private entity under 501 (c)(3)

3. Precisely define scope of benefits:

Examples: slurry seal every X years; vegetation trimming; landscaping improvements; emptying trash; power washing, etc..

4. Formation of MAD doesn't provide any local power, but does enhance visibility at city as partner in area upkeep

3. Privatize Street:

Pros: a. Hillside is substandard street

- Although 40 ft. ROW, only 18 ft. paved w/ no shoulders
 - Street will never be widened or improved
 - Hillside is mis-classified in LJ Community Plan as alternate to Torrey Pines & Via Capri
 - Retain function as neighborhood disaster evacuation route
 - Allow for local emergency vehicles, fire & rescue access
- b. Need to preserve roadbed & paving as long as possible; prevent road failure
- Remove cut-through traffic, heavy trucks, reduce traffic volume
 - Convert to private street w/ recreational function for bikes & hikers to access open space & city parks on Mt. Soledad

Process: Start w/ neighborhood petition & run through city processes (not sure what those are)
Set up HOA with reserve budget for maintenance & liability insurance

Cons: Owners responsible for liability of road failure

- Only 30% of properties owned by residents; remainder are absentee owners & speculators
- No free city trash collection on private streets
- Road currently in reasonable condition

Conclusion

When benefit of improved maintenance and management are weighed against increased liability and costs of alternatives, doing nothing was preferable to doing something. With recent road repairs, Hillside residents Chris Day & John Gilchrist decided Hillside was in good enough condition to live with for the time being. Parking enforcement and poor construction management continue to be neighborhood issues. Heavy traffic load will continue without further action. Heavy trucks and high traffic volume will eventually lead to pavement failure with potential road collapse.

Action Items

1. Continue to monitor illegal parking and document with photos. Send photos to parking management, electeds, etc. for heightened enforcement.
2. Require construction management plans for new projects at time of public review. Continue to follow project approval process thorough Environmental Document to ensure appropriate mitigation for adverse construction effects are included and implemented.
3. Continue to advocate for truck weight & size limit study to justify additional truck advisory signs at Hillside intersections with & Soledad and Via Siena.
4. Participate in CPA Ad Hoc LJ Shores PDO Update Committee process to create uniform design guidelines for each side of street to achieve better harmony with slopes, views and neighborhood character.
5. Test conversion to recreational street in current Covid-19 "Slow Streets" initiative
6. Explore street re-classification w/ Traffic Engineering; change classification in Community Plan
7. Reconvene in 3 months to assess situation.

