

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD

Regular Meeting: December 15, 2021

Due to the COVID-19 public health emergency, LJ&T meetings are being held temporarily as online Zoom video/voice teleconferences.

Members Present: Brian Earley (Chairperson) LJSA, Tom Brady LJCPA, Donna Aprea LJTC, Erik Gantzel BRCC, Patrick Ryan BRCC, Natalie Aguirre LJVMA, Ross Rudolph LJSA, Cody Decker LJVMA

Members Absent: Dave Abrams (Vice Chairperson) LJCPA, Nancy Warwick LJTC

Approve Minutes: of October 20, 2021: Gantzel. Second: Rudolph 8-0-0

Public Comments:

Natalie- when are we looking at rescheduling the Parking Forum which was cancelled a while ago. Brian responded the Parking Forum was cancelled after fear was generated that it would lead to paid parking. La Jolla should take a look at what the Pacific Beach Community Parking District is doing. Their parking district has been up and running for two years.

Natalie added that La Jolla has two very vibrant and robust parking programs but participation is very low. She has received feedback from people that they do not want to come to La Jolla because there is nowhere to park; and there is nowhere to park because village employees are taking up the parking spaces. Either we do something about this or we just continue to go in circles losing businesses and merchants.

Regarding the parking forum she would like to see participation from restaurants and also from LJ&T Board Members; we should be positive about the Parking Forum and not do anything that will get it cancelled again. We should do what we were put on this Board to do, which is to help the Merchants and the Village rectify the parking situation.

Sally- there are very few reflectors on the La Jolla Parkway and she wants to know if we have any control on getting more of them for the Parkway and other streets in La Jolla that needs them. Ross referred to the tiny reflectors as bot dots. Brian asked Steve to look into getting more of them for the Parkway.

Steve Hadley – La Jolla Parkway eastbound and westbound are both on the Mayors Sexy Streets List for improvements but there are so many streets throughout San Diego on that List that they will not be able to get to all of them this year. Council member Joe LaCava put the Parkway first on the List as a priority to try to get it done this fiscal year. Steve will ask if more reflectors can be put down in the interim.

Fran O'Neil- requests to be put on the January Agenda as a discussion item for a gloriote or roundabout at the intersection of Draper, Silverado, and Prospect Streets in front of the Museum. It is a huge confusing intersection and a circular roundabout would organize traffic really well. She asked Trace Wilson to present some graphics of what the roundabout would look like.

Trace- presented several graphics to illustrate how a roundabout at that location would tie in with plans to beautify the cultural zone but not interfere with the Rec Ctr vacation of Cuvier. Plans are for diagonal parking on that stretch of roadway but Trace illustration show that the roundabout would not interfere with diagonal parking. This presentation will also be on the January Agenda.

Fran followed up that she is in favor of the roundabout in front of the Museum but not of diagonal parking in front of the Rec Ctr. It will detract from the beauty of the Lawn in front of the Rec Ctr. Diagonal Parking is dangerous and ugly and she does not support that at all.

Tom- agrees with Trace and Fran over the need for a roundabout at that location. The entrance of the newly renovated Museum will be looking out at Silverado and a roundabout would enhance that view. He also agrees with Natalie that the Parking Forum needs to be reinstated for the education of the community. La Jolla was only 5 Votes away from having to have paid parking by City Council so any time we can educate the community on parking is helpful.

Diane- Trace has been helping to prepare streetscape plans for the entire community and she has asked all of our elected representatives for meetings to see how we can tap into the new federal funding that has been recently approved to get some of these plans instituted but has not heard back from them. She called out to any representatives who may be at this meeting to give her a call about making some time for La Jolla to present its streetscape improvement plans. La Jolla is a huge attraction and we are not getting much attention from the city.

Diane also reported that we received one truck advisory sign at the intersection of Hillside and Soledad. It appeared sometime last week on the Soledad side of the interchange with Hillside. Signage states that trucks over 5 tons cannot use Hillside to access Torrey Pines. She had asked for four signs but has not seen the other 3 appear anywhere.

Chair Report- On November 12 there was a Community Leaders Forum with District One Council Member Joe LaCava. At the Forum Brian talked about Completion of Safety and Repair Measures that were already voted on over a year ago, for example, the Roundabout at the intersection of via Capril, La Jolla Scenic Dr and Mt Soledad Park Rd, request for Truck Weight signage on Hillside Dr, the roundabout on La Jolla Shores Dr at Vallecitos is scheduled for late 2022. The city is beginning to reengineer Torrey Pines Rd at Hillside, the site of the Stuck Trucks. Now is a good time to look at the request for no left turns at the intersection. Brian received a request to replace the small pedestrian crossing buttons with the newer much larger buttons and the city approved it but they have no idea when the new buttons will be replaced.

Bicycle safety on Torrey Pines Rd. Brian asked Dara Braitman, Planning Director for Circulate San Diego if a Bicycle safety analysis was ever done on Torrey Pines Rd. Dara could find no studies on bicycle safety for the area and advised it would cost several thousand dollars to do one. Brian suggested perhaps UCSD could pay for one since they are dropping ten thousand people on that corridor

The Community Planning Group Reform. Brian advised everyone to read up on this reform which will diminish the role of the community planning groups in assisting the city. Diane Kane will be working with District One Council Member Joe LaCava next year to try to keep the resources that we have.

Agenda Item 1: La Jolla Improvement 2 Water and Sewer Project: Replace approximately 3.37 miles (17,792') of Water Distribution Mains and replace 1.22 miles (6,458') of Sewer Mains. The project is in Council District 1, within La Jolla Planning Group (Reyna V Rendon Roja, Asst Civil Engineer) **Action Item**

The project scheduled for several La Jolla neighborhoods is part of the City's program to upgrade the water and sewer system. Many of the older water and sewer pipes throughout San Diego have been scheduled for replacement because of their age, a history of leaks, breaks or other problems. The larger water pipes that serve streets are called mains. Smaller water pipes that extend from the main to each house are called services. Most of the water mains scheduled for replacement are located in the City's more established neighborhoods, and some of them have been in service for nearly 100 years. These older cast iron mains comprise less than 10 percent of our water system, but account for 60- 80 percent of the water main breaks. Replacing these aging water mains with modern materials will help ensure safe and reliable delivery of drinking water well into the 21st century. Many of the same neighborhoods that are served by old cast iron water mains often have sewer mains that are very old as well. The smaller sewer pipes that extend from the main to each house are called laterals. The sewer mains and laterals slated for replacement are made out of concrete or vitreous clay. These materials are far less durable and reliable than today's materials, which are much more resistant to root blockages and deterioration.

Reyna Rendon Rojas, Assistant Civil Engineer, presented plans by the City to replace both water and sewer mains on Dunaway Dr, Cliffridge, Robinhood and Nottingham Place. Only water mains will be replaced on La Jolla Scenic Dr North to Caminito Prado. The Streets are very wide in some areas of La Jolla Scenic Drive North and the City intends to install a Median Refugee Island at Sugarman Drive to make it easier for pedestrians to cross the street. The design plans are at 60% so Reyna could not provide more details about the refugee island, but the city intends to add some curb cuts on Cliffridge Ave and the refugee island at La Jolla Scenic Dr. North.

Construction Schedule: This project will occur in various stages throughout the community approximately beginning in March 2023 and approximately ending in March 2025.

- **Construction Days & Hours:** Normal Construction Monday – Friday (8:30 a.m. – 3:30 p.m.)

Construction Notices: The City’s contractor will deliver a door hanger with the approximate date that construction will begin on your street. You will also receive notice of any future planned interruptions to your water and sewer service.

- **Street Access and Parking:** Construction crews will allow access to residences; street parking restrictions may be implemented.

- **Street Resurfacing:** The streets where trenching takes place will be resurfaced after all work on this project has been completed and accepted.

- **Water High-lines:** While the old water mains are being replaced, high-lines will be installed temporarily along the face of the curb to supply water to your home. Because these high lines are placed above the ground, motorists and pedestrians should exercise caution around them.

- **Questions or Concerns:** For project-specific questions contact the Engineering & Capital Projects Department at (619) 533-4207, or by e-mail at engineering@sandiego.gov.

- **Emergencies:** To report a water leak or sewer spill, call the Public Utilities Department 24-Hour Emergency Services at (619) 515-3525. Before any pipeline is connected to the water system, you may see water flowing from nearby fire hydrants or valves. This is part of the disinfection process required by state and federal health standards. We work closely with our contractors to ensure that water is used efficiently for disinfection and construction activities.

Project Budget The estimated project's planning, design, and construction budget is \$12,336,10.

Brian asked if there are Claims made against the City for property damage from construction. Reyna responded it has never happened to any of the projects she has worked on but she knows it does happen. Resident Engineers take pictures if construction comes very close to a property line and the City is good about reimbursing for property damage.

The Hillel Project is currently going on right now but the water and sewer replacement project is not scheduled to start until March 2023 so hopefully the Hillel project will be completed by the time this project commences.

Trace noted a mark on Torrey Pines Rd. at Cliffridge Ave by Torrey Pines Elementary School and asked Reyna about it. Reyna responded that the sewer main is going to be replaced at that location near the School and a city liaison to the school will be working with the School Principal on how best to do that.

The Design for the Water and Sewer Main replacements are only 60% done. Reyna offered to return to the Board when they were completely finished or if anyone was interested in it we can email her and she will respond to any questions we may have about the project.

Motion to Approve La Jolla Improvement 2 Water and Sewer Project: Earley, Second: Gantzel 8-0-0

Agenda Item 2: La Jolla StreetScape Plan: The Plan intends to create a pedestrian promenade along Prospect Street, improve crosswalk safety and corner pop-out areas on Girard Ave,

expand art offerings and enhance overall street experience in The Village. (Mark Steele MW Steele Group) **Action Item**

This Project is mostly a civil engineering project. It is completely in the PROW (public right of way) and no properties will be affected. They will lead this project once the Design is settled on. Mark introduced Phyllis Pfeiffer as their fearless leader on the La Jolla Community Foundation who is spearheading this project along with Jack McGrory.

Phyllis- The La Jolla Community Foundation was started twelve years ago to fix up La Jolla and found that they could not work in the public right of way. Their first project was the Murals of La Jolla which is on private property, and they did not have to deal with the public right of way. Phyllis learned that work in the public right-of-way can only be done by 3 entities: a PBID Property-based Business Improvement District like the San Diego Downtown Partnership; a BID Business Improvement District like the La Jolla Village Merchants Association, or a MAD Maintenance Assessment District. Fifteen years ago, a MAD was formed quite quickly in Bird Rock, less than six months, when the City wanted to install concrete roundabouts and the Bird Rock Community wanted them landscaped. Those Roundabouts absolutely transformed that community, so an initiative began five years ago to form a MAD within The Village called Enhance La Jolla.

The La Jolla Community Foundation spearheaded and paid for the formation of the MAD for the Village which took five years, \$300,000.00, and a Lawsuit and finally went into action about two and a half years ago. The MAD receives money from the commercial and residential property owners within the boundary of the village district bringing in about \$550,000.00 a year that must be used for maintenance. It cannot be used for capital projects.

The next step was to hire Mark Steele and give him a significant grant in order to pull five other Architects together and come up with a plan for the Village. Mark put together a design team which includes Architects Jim Alcorn, Jennifer Luce, Paul Buss, and Landscape Architects Todd Fry and Jennifer Phelps. The LJCF raised one million dollars and have the funds to start at least Phase 1 which is Girard Ave. They are actively searching for grants to embark on broader outreaches of the streetscape plan. Phase 1 will cost around 15 million dollars and that is just 3 Blocks. They still have the rest of the Village to do.

Mark Steele – introduced each of the Architects for the Project who are all well established, and all have connections to La Jolla. The Group has appeared before two La Jolla committees with their design plans; the PDO and DPR. Both Groups supported them conceptually because there is still a lot of work to do in terms of the details.

The first Phase will focus on Girard from Silverado to Prospect. The next phase will be the Dip sometimes referred to as the Belvedere. This is envisioned to be the main gathering place for La Jolla once it is built. This will take place a little later in the project because most of the heavy lifting engineering work will take place at the Dip and the LJCF will need to raise more funding

in order to proceed. The four focus areas of the streetscape plan are Girard Ave & Silverado, Midblock Crossing, Girard Ave and Wall Street, and the Dip.

Girard Ave & Silverado will create a sense of place and character through landscape; curb extensions and ultimately should make crossing Silverado easier. Traffic Calming and a shortening of pedestrian travel between streets will really help make it safer to cross. Vertical elements such as trees landscape and overhead signs will help to identify crosswalks.

Girard Ave Midblock Crossing on Girard will increase pedestrian visibility, safety, and access with curb extensions and pop outs; there will be a few state-of-the-art pop outs for landscaping to try to break the parking into bays and give it more of a nicer look. There is a lot of foot traffic in that corridor. Vertical elements such as trees landscape and overhead signs will help to identify crosswalks.

Girard Ave and Wall Street will improve pedestrian mobility and develop a space that can act as a plaza for special events in front of the Arcade and Peet's. There will be a buffer between pedestrians and vehicles, seahorse benches will provide seating opportunities, a mix of trees will provide shade throughout the day and lighting fixtures will bring new life at night. It will develop a sense of safety for village residents.

The Dip – Prospect St is one way going east bound in front of the The Spot and Jose's Restaurants, which will become all pedestrian. On Lower westbound Girard some of it is one way and some of it is two way and that will become all two way. There will be some traffic and pedestrian controls where Girard and Prospect come together.

The end result will have a community gathering space for pedestrians that will energize surrounding streets and public spaces. Curb extensions that will create shorter and safer crossings for pedestrians; increase the available space for street furniture and landscape, and slow traffic. Crosswalks that will improve yielding behavior with more visible pavement markings and provide additional street lighting at all crosswalks and intersections. Midblock Crossings that will be identified with vertical elements such as trees, landscape, and overhead signs and foster a safer and more pedestrian environment.

Tree Concept Plan-some trees will stay, and other trees will leave. A main concern within the Village is providing more Shade and the community plan does call for more canopy trees than we have now. There will be many discussions on the type of trees as we go forward in the process.

The Dip at Prospect Place- will become a new Plaza and current design plans have a trellis that would provide more shade but there is a debate on whether the trellis should remain or be eliminated. There will be a need for Shade as the Plaza will be the catalyst for business and socializing. It will become the prominent face of the Village with flexible use space that will allow for programs throughout the year. There will be seating areas that will give users the ability to spend time and participate in the activities of the space.

Parking: there will be parking removed from Prospect St but not too much:

Street	Parking Spaces Removed	Parking Spaces Added	Difference
Prospect Street	17	17	
Lower Girard	8	16	
Upper Girard	10	0	
Wall Street	1	1	
Silverado Street	1	0	
Total spaces affected	37	34	loss of 3 parking spaces

Thirty-seven parking spaces were removed through the curb extensions but thirty- four parking spaces will be added back through design changes, however, this has not gone through the city process yet and they anticipate additional parking spaces may be lost but not by much. They believe they can keep the parking pretty much balanced as it is today. They have submitted their plans to the city for preliminary review. City Staff in various Departments will review the Plans and return with preliminary comments. It will not be final because the Plans are not final. Girard Ave should be easier to permit; The Dip will be more complex. The intention is to move forward with Phase 1 for the final engineering, final landscape design, final architectural design, lighting, benches, trash receptacles, paving and all the other decisions that come with the permitting process so that construction can begin

Jack McGrory- their Board is very committed to the project. They have raised 1.3 million dollars and the Board committed another \$330,000.00 to fund the project. They are talking to public donors and public agencies and they are going to make this happen.

Board Comments

Patrick- how will they deal with the Grade at The Dip. It seems like a very high Wall when he looked at it but, on the design plans it seemed like a smaller grade difference between the street level on upper Prospect and the lower level on lower Girard. How is that difference going to be made up.

Gio Posillico- the Plans right now are very conceptual but the difference will be made up in the landscaping between Prospect and the Wall. The Dip peaks out at 8' or so and the Wall will end up being a little smaller than it is today. The landscape area between the Wall and the street will slope a bit so we will gain a few feet

Tom- will you be asking the City for a preliminary review of the Dip before you start on the whole project. Mark responded that they have a preliminary review on The Dip. That was included in their first round. They do have the information they need but it involves more grading and there are some archeology issues; it will be a big expense so they are looking at that for a later date.

Donna- what about the property owners in that area are they ok with this? **Phyllis** responded they have to meet with them. She knows they have applied for extensions for their outdoor dining spaces in the Street and this project cannot be built with objects in the middle of it so they will need to meet with them. The Restaurants have a year or two extension and then it expires but it will cost nine million dollars for work on the Dip and it will probably take two years to raise that amount. **Mark** clarified that Jim Alcorn did go out and speak to all of the landowners in the area and he got all of their agreements two years ago. He went back twice to make sure everyone was still on board but they will need to revisit them again to make sure everyone is still on board. **Jack**- perhaps in January they should notice both the Tenants and the Landlords up and down Girard to update them and keep them involved.

Sally- handicapped parking needs to be thought about for residents that cannot walk long distance.

Natalie- now that the Union Bank is being purchased and changing hands, their back parking lot, which is managed by one of the parking companies, would be a lovely place for a multi-level parking structure. We do not have a place for tour busses to park. She likes the streetscape plan but she would like to see the closure of Wall Street included in that. **Phyllis** explained they did want to close Wall Street but then all of the parking spaces would have been lost and they did not want to enter the parking fight on their very first project. They decided to begin the work on Girard and show the community how beautiful it could be and the enhancements that could come from it and then perhaps they could be trusted to do other things later on.

Natalie would like to see it all come together at the same time. What she does not see in their program is something substantial and serious about Parking. Where will people park. Village employees are parking on the Steets and in neighborhoods. They are parking in places that do not have time limits. We have a robust parking program that the restaurants have ignored. This will continue to be a problem. Her customers tell her how involved it is to come to La Jolla with the traffic and parking issues they have to overcome just to get here, and it's not just tourists, its San Diegans who also want to come to visit but do not want to deal with the parking issues. A Parking structure needs to be added to their design plans to get employee parking off the streets.

Jack McGrory- encourages the idea of having a Parking Forum. It is a radioactive issue in the Village but we need a parking management plan. We need to maximize the public use for the parking spaces that we have in the Village.

Motion to Approve the La Jolla StreetScape Plan: Brady, Second: Gantzel 6-1-0 (Aprea) Ryan not available to vote.

Agenda Item 3: Request for Red Curb 7330-7336 La Jolla Blvd: Homeowner requesting that half or all of the curb that fronts 7330-7336 La Jolla Blvd becomes a red curb again. Extreme challenges in seeing oncoming traffic from ally exit to La Jolla Blvd (Jeanne Liem) **Action Item.**

At the October 2021 Meeting Agenda item 2 Benjamin Liem requested that the curb in front of 7330-7336 be returned to red curb after it became apparent there are extreme challenges to safely exit an ally onto La Jolla Blvd. it was a Discussion Item that is now on the Agenda as an Action Item.

Jeanne Liem prepared a power point presentation that visibly demonstrated a hazardous blind spot for Drivers from an alley exit that was created by the removal of red curbing in front of 7330-7336 La Jolla Blvd. She is requesting that the red curbing be put back. Their property is at 7324 La Jolla Blvd. Their garage opens to the adjacent alley which is used by 5-8 vehicles about 15-20 daily uses. This curb on La Jolla Blvd at 7330-7336 was previously red but it was painted gray around April 2019. This allows for two vehicles to park very closely to the alley opening and block the view of the incoming traffic.

When a vehicle parks at 7330-7336 La Jolla Blvd, there is not enough vehicle travel lane width to safely travel. If they approach the alley from northbound LJ Blvd, they must make a very sharp right turn, without any space to shift to the side, and the risk of getting hit from the back is significant.

The Safety of exiting the alley to LJ Blvd. is now very much compromised. If the main consideration were to keep the number of the parking spots on La Jolla Blvd; they propose this solution: The existing red curb next to Marine St. can be painted gray to replace the number of parking spots at 7330-7336. The location is perfect for the new gray curbs because it's enough space for two cars.

The Liem's neighbors who use the ally all sent a letter of support to Gary Pence for the return of the red curb. **Jim Lin** is the owner of the building at 7330; he is at this Meeting and added his support for the return of the red curb in front of his Building. He told the Board he does not want anything to happen at that spot, its right in front of Doors. Public safety is more important than the convenience of one person being able to park there.

Brian advised the Board that Gary Pence, Sr Traffic Engineer, was open to switching the red curb at Marine Street and La Jolla Blvd (a former bus stop) to gray and the gray curb in front of 7330-7336 to red curb.

Motion to Approve Homeowners Request for Red Curb at 7330-7336 La Jolla Blvd and turn the current red curb on Marine Street at La Jolla Blvd to gray curb to compensate for the loss of parking spaces: Earley, Second: Aguirre 7-0-0 (Ryan not available to vote)

Agenda Item 4: Valet Parking in Residential Streets: Formerly a public comment from Nancy Manno, we are seeking a more definitive policy for parking/valet services on private and surface streets which are causing dangerous conditions (Diane Kane, Nancy Manno) **Discussion Item**

At the October Meeting during Public Comment Nancy Manno spoke to the Board about Valet Parking on Hillside Dr. Laird Tucker and Erin Longen from San Diego Parking Enforcement were present at the Meeting and advised that valet parking anywhere would require a permit and permits are not given to private residences. They offered some suggestions mainly to use the *get it done app* to report it. Brian put the Valet Parking on Hillside Dr as a Discussion Item to ascertain if something more could be done.

Diane Kane lives off Hillside Drive in an area that has the only viable parking for a quarter mile radius from where she lives. There are about 30 or 40 parking spaces in the area right around her home that includes the intersection of Hillside and Soledad. There is no other legal parking on Hillside until the intersection with Via Siena.

There is a home above hers that is constantly throwing parties and, in the neighborhood, is referred to as the disco. She has some information that the owners live in their house and the parties are fundraising parties for charitable uses. Their parties are lengthy, involve a great many people including live musicians, and they tie up Hillside Drive for hours. They have been using a valet parking service that takes the cars and repositions them in the neighborhood and elsewhere on Hillside. A few weeks ago, she checked out the scene and she saw vehicles that were parked adjacent to the home hosting the party in clearly marked red zones and they just had flashing lights on them. There was nothing legal about any of that parking and the entire street was blocked. Emergency vehicles and residents could not traverse the street. This has been going on for several years but it abated during the pandemic however now it has picked up again.

Nancy Manno clarified that even if the homeowners are using a valid valet service company and permits were in order there is still no parking anywhere on Hillside on either side of Hillside up and down Hillside; there is signage that says No Parking Fire Lane or No Stopping Fire Lane. The Homeowners hosting the parties and the Valet Company parking cars all over Hillside are breaking the Law. It's a matter of engaging the Police Department and the Fire-Rescue Department who can cite cars for illegal parking. She believes the City should be particularly engaged in getting it to stop because of the potential liability that could result from cars blocking the street. If someone dies because the EMT or Paramedics cannot get to them that is a Lawsuit.

Brian read several emails he received from the city regarding this issue. Erin Longen San Diego Parking Enforcement Supervisor stating that private residences cannot hire a valet service unless they have the correct permits. San Diego Police Officers ticketed a valet company in the area at least once. City Traffic Engineer Gary Pence stated that the city's valet program is for businesses that meet city council requirements; submit a valet permit application, business tax and liability insurance information and pay a fee to the city. Their program does not regulate or include information on private residences having parties. Valet parking requires a passenger loading zone or a white zone that you usually see in business districts but not in residential neighborhoods. Lisa Posten Senior Zoning Investigator stated it does not appear this activity or

location would fall under the valet program; a private entity blocking the street with no permit would be illegal.

This is a code enforcement issue and code enforcement should be sending a cease-and-desist Letter to the Valet Company or Homeowners, but code enforcement needs to have visual proof of the violations themselves or a report from the police department and because of the randomness of the Hillside Drive parties it's difficult for the Police or Code Enforcement to catch the violations as they are happening on Hillside. Brian is going to look into whether LJCPA can send a cease-and-desist Letter, with permission from the City, to advise the valet companies and or homeowners that they cannot continue to do this; that they are in violation of a number of permit and traffic engineering city codes and they should be hiring a shuttle service to shuttle their guests to and from their home.

Natalie- if they are running a party like that a phone call to the Fire Department should be sufficient to clear the cars out of the narrow streets.

Ira Parker- Valet Company is breaking the Laws and should have their license revoked.

Tom - The homeowners and valet company should be ticketed and fined. This is a safety and liability issue for the city that the Police should be keeping track of; another alternative is perhaps a private lawsuit might get them to stop.

Steve Hadley- Code Enforcement does not have Officers that work evenings and weekends and the valet companies know that; code enforcement also needs evidence that they can use legally but they do not accept evidence of code violations from private citizens. He suggests calling the police every time this operation happens so there is a record of it, taking down the name of the valet company being used and try to provide the police and code enforcement with as much information as they can use; here is the date, the address, the company. Code Enforcement will then have a record of the police call, the information the police gathered from the call along with the evidence that was collected from Hillside. Residents on Hillside need to be persistent. Parking Enforcement does not work nights or weekends so it will have to be a Patrol Officer who will respond to the Call. Steve will communicate with La Jolla Community Relations Officer Ariel de la Toro that this is what we are doing

Sally Miller- next time this happens call the La Jolla Light and La Jolla Village News; they can take pictures and get it in the News for publicity.

Adjournment: 6:08 pm

Next Meeting January 19, 2022

Respectfully Submitted: Donna Aprea, Secretary