

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Regular Meeting: April 21, 2021

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

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

Members Absent: none

Approve Minutes of February 17, 2021: Gantzel, second: Brady 9-0-0 (Warwick not available to vote)

Public Comments: none

Agenda Item 1: LJ Blvd Pedestrian Safety Subcommittee - Report and Update (Ira Parker) Discussion Item

In recent years, La Jolla Boulevard's existing *pedestrian safety*-focused physical infrastructure and overall vehicular law enforcement surveillance activities have been compromised by numerous factors. Mounting vehicular traffic activity, the advent of e-bicycle/e-scooter vehicular utilization upon pedestrian sidewalks, commercialization along La Jolla Boulevard, an anticipated promotion and increase in public bus transit ridership, and a burgeoning beachgoer volume - all requiring the crossing of a wide and busy La Jolla Boulevard will increase the overall safety risk for pedestrians while crossing the Boulevard and walking upon its sidewalks.

The vision of the *La Jolla Boulevard Pedestrian Safety Project*, focuses specifically upon the comprehensive remediation of existing pedestrian safety issues and problems presently impacting the residents of adjacent neighborhoods bordering La Jolla Boulevard and those non-resident beachgoers, employees, and visitors who increasingly frequent La Jolla beaches, businesses, restaurants, and other La Jolla attractions.

Recommendations from LJ&T Subcommittee Member Input and Public Comment:

Conduct a comprehensive and targeted speed-zone survey along La Jolla Boulevard by the Traffic Engineering Department.

Enhance the enforcement of ordinances pertaining to the restriction of delivery trucks from parking for long periods in La Jolla Boulevard "center-turning lanes".

Enhance the monitoring and enforcement of vehicular, e-bicyclist/e-scooterist and bicycle laws.

Establish a bicyclist, e-bicyclist/e-scooterist, automobile/motorcycle driver, and pedestrian public awareness/education campaign.

Install bicycle and e-bicycle and e-bicyclist/e-scooter lanes [bicyclist and "e" safety, pedestrian safety (restricting bicycles and e-vehicles from sidewalks), "traffic calming", etc.].

Increase the presence of pedestrian-focused, educational pedestrian safety-centered signage.

Increase the presence of vehicle-focused, pedestrian safety-centered alerts and signage [Example: painted (iridescent) on street surfaces].

Modify crosswalk, pedestrian safety "flashing yellow lights" to "flashing red lights" ("Caution" to "Stop").

Modify/Reduce vehicular "speed limits" along La Jolla Boulevard.

Place "flashing automobile speed detectors".

Place painted "bulb-outs" adjacent to crosswalks to reduce illegal passing of vehicles and to enhance traffic calming.

Place "roundabouts" to enhance pedestrian safety, calm traffic, and enhance access and vehicle safety egress and ingress from/onto La Jolla Boulevard (Example: Intersection of La Jolla Boulevard and Marine Street).

Re-paint and/or re-stripe crosswalks (Example: broad, iridescent, white lines).

Utilize mechanized vehicular surveillance-ticketing technologies.

Ira requested that the Board review the proposal and contact him with any additional comments. It will be going for a Vote at the May meeting.

Trace Wilson – did some design work on a section of LJ Blvd and will contact Ira to discuss it.

Agenda Item 2: Request for Signage (Cont'd Item) Report on contact with the City regarding Truck Weight and Size Limit Signage for Hillside Dr Intersections with Via Siena and Soledad Rd (Diane Kane)

Discussion Item

Dave – correction- signage is for the intersection of via Siena and Soledad Avenue.

Diane- presented her proposal for signage at the intersection of Via Siena and Soledad Ave to Gary Pence. Gary followed up with her that the City will install the signage, but it will take a few months. Work orders take about 30 days to process and then another 90 days for the street division to install them due to backlog with competing projects. There will be a 5-ton truck limit signage for that intersection in a few months.

Dave mentioned that the dip in the road on Hillside at Torrey Pines Rd that is causing the stuck truck issues will be regraded. Steve Hadley advised it will take many months for that to happen as it will be more costly and labor intensive to slope that dip in the road more gradually to allow trucks to pass through. He will find out more information to present to the Board next month.

Agenda Item 3: Mid-Coast Trolley Line Subcommittee- Report and Update on Feeder Bus Line (Dan Allen)

Discussion Item

The MTS Board on March 11 held a hearing on the staff's Mid-Coast Trolley Feeder Bus Study. This included connecting central La Jolla to the Trolley with a new Route 140 and modifications to Route 30 which will also connect central La Jolla to the Trolley. There were no changes to the new Route 140 from what was presented to us in January. On April 8, the MTS Board was to approve all the service changes related to the Mid-Coast Trolley. MTS planner Rodrigo Carrasco does not anticipate changes by their Board, but it is possible there may be questions that staff will work to address and return next month.

Dan reports there is no new money for the new blue line extension feeder buses; they are using operational money, and the changed bus service must be revenue neutral. The new bus Route 140, with limited stops, will start in the Village on Silverado Street between Girard and Herschel Ave, head towards Torrey Pines Rd to La Jolla Parkway and onto I-5S to the Garnet exit and then left on Balboa to the Balboa Trolley Station. The new routes and services are on trial for one year, referred to as a pilot program, and no new permanent physical changes to streets and sidewalks will be made to accommodate any new bus stops. LJT&T had asked for additional bus stops on the new Route 140 on Torrey Pines Rd between L J Shores Dr and L J Parkway. It appears that MTS would not be the agency to put in bus stops; that would be the City. Dave asked Steve to look into the City adding additional bus stops. Frequency of the bus schedule remains at 15- minute intervals and 30- minute intervals on nights and weekends. Dan is still trying to get the frequency changed but it may mean waiting a year to see how the new Route operates. LJT&T also wants consideration of electronic next bus signage at the central La Jolla Route 140 and Route 30 bus stop on Silverado St but there is a funding issue that needs to be addressed.

Agenda Item 4: Request to Change Lane Direction on S/B Girard Ave at Pearl St Intersection-report on conclusion by City Traffic Engineers (Francine Ginsburg) **Discussion Item**

At the August 19, 2020 LJT&T Meeting (Agenda Item 2) and the September 16, 2020 Meeting (Agenda Item 2) Francine explained her Request to Change Lane directions. The far-right lane has the designated right turn arrow, the middle lane can make the right turn or go straight on Girard, and the left lane makes the left turn onto eastbound Pearl or straight on Girard. Very few drivers are in that left lane while the majority of the drivers are in the right lanes for westbound Pearl Street. Traffic congestion occurs when a driver stops in that middle lane

intending to go straight on Girard. Drivers who want to turn right onto Pearl and then left at Fay are stuck waiting behind that one car wanting to go straight. If they are stuck behind that one car, they will often push into the right turn lane traffic. There is a lot of jockeying within the lanes as drivers try to prepare to make the right turn onto Pearl and then the left turn onto Fay. If that middle lane could become a second designated right turn only lane Francine would like to see the change occur at the intersection of Torrey Pines and Girard where drivers could be in the lane they need when they make the turns onto Pearl. Motion to request the City conduct a traffic study at the Pearl St/Girard Ave intersection to determine traffic counts on various movements from various directions and accident history at the intersection:

The City Traffic Dept submitted a traffic study that was done in 2017 at 15-minute intervals from 7:00 am to 4:00pm determining that 75-80% of drivers make the right turn from southbound Girard to Pearl Street and the remaining traffic either goes straight or makes the left turn. Francine asked why the hours of 4:00pm - 6:00pm was not included in the Study when traffic is at its heaviest and Girard becomes rough. Steve Celniker, City Traffic Engineer, responded a School probably requested the study and was only interested in the daytime hours.

Francine asked Steve about the timing of the green traffic light. Tom had suggested making it a longer green light for all to have time to move through the intersection vs a longer green arrow light for the traffic to turn right on to Pearl. Steve thought that could be a possibility that they would look into. The traffic lights on Pearl St from La Jolla Blvd to Girard are timed until 9pm to keep the intersections of side streets clear. If the traffic lights on Pearl are timed, that makes for a longer left turn green arrow light on Fay which in turn makes for a longer right turn green arrow light on Girard and it leaves very little time for through traffic to go straight on Girard. Francine advised there is very little traffic on Pearl at 9:00 pm and Steve responded the time could be changed to 8:00 pm. He advised her he would look into the timing of the traffic lights on Pearl Street.

Francine was not available to attend the Meeting and Dave updated the Board on the City Response. Dana Long, Asst Engineer, City of San Diego updated that a field check on 01/07/2021 determined the internal clock in the signal was not synced and caused the time-of-day timing to be incorrect. They adjusted the clock and observed the signal providing adequate progression along the Pearl Street & Girard Avenue corridor.

Currently, the lane designations for Girard Avenue, southbound, starting with the inside lane and moving to the curbside lane are left-thru, thru-right and right turn only. The left turn is yielding and can cause delays for thru traffic and the middle lane provides an option for thru traffic to avoid possible delays caused by left turning traffic. Moreover, a dedicated right turn lane is provided for those who do not want to be in the shared thru-right lane. Therefore, they do not recommend any changes to the existing lane designations.

Brian added that Francine was successful at getting the timing of the traffic lights changed and that should be of some help to the intersection.

Agenda Item 5: Placemaking Pedestrian Plaza Permit Application - Request by Puesto Restaurant for five-year permit to modify and maintain 1,278 sq ft deck in public right of way, replacing nine parking spaces at 1026/1044 Wall Street (Nick Sandvig) **Action Item**

Nick Sandvig is the Construction Director and **Marie Biaggi** is the Architect for the Puesto Project. He is proposing a 5-year placemaking pedestrian plaza at 1026/1044 Wall Street. What is there now will stay but with modifications because they must make it ADA accessible among other compliances. The best way for him to describe the permit application the City made available to them is privately funded repurposing of public space. Nick explained they are the crash test dummies for this new concept. There are not many placemaking pedestrian plazas in the City, only a handful, and nothing like what they are proposing. The City is somewhat delaying their comments as they try to absorb everything and figure out what they want and what **notes** they want to make. He is open to whatever feedback he gets from the community.

Ross – read the descriptions from the City and it says no table service. How are you going to get around that? Nick responded that he does not have an answer to that right now it is something they are working out with the City. If they cannot get around that then it is what it is.

Maria Biaggi -there is a portion of the code that does allow for businesses within 15' of the main restaurant to operate. She will have to pull up the code section for us, but she does know that was one of the comments that the City had, and they need to make a note to add on to their plans. It limits the hours of operation just as it would for a park or anything like that with the same code restrictions as other public amenities.

Dave- you are seeking the 5-year max that the permit allows, and you are eliminating 9 diagonal parking spaces that are currently underneath the platform and that would continue for 5 years, which is a critical issue for LJT&T. Nick responded that there is plenty of parking - paid parking, in La Jolla and he is reaching out to some vendors about paid parking passes for his employees. Currently his employees are parking wherever they can park, just like other business employees in the area. They would be pulling employee vehicles off the street with the use of these 9 parking spaces.

Dave alluded to other area businesses that received temporary permits to operate in the public right-of-way during the Covid crises and perhaps this project could be the forerunner for many other projects like this one and more parking spaces would be lost to the Village and that is a concern.

Natalie asked how it would be maintained. If this becomes a public area and it is public used space how would that wall open so that the public could go in and out if they wanted to sit there? If she understands the wording someone could be eating there for lunch but someone else just walking by could also come in and sit down at one of those tables. Also, how would they keep it from becoming an evening shelter place for our local homeless. That is one of the questions she has; she did support this project at the LJVMA Assn Meeting but now she wants to see what that employee parking is going to look like. They mentioned working with Ace and Laz about their employee parking at the other Meeting but now she wants to know what it will really look like at this one. Five years is a long time and there is another vendor down the street who told her that if Puesto gets approved for this permit then they are going to go for one as well. It concerns her as a Merchant that area business employees are parking wherever they can find parking and taking spaces away from business customers. There is talk of Wall Street closing to vehicular traffic and becoming a pedestrian walkway, but she does not know if that is a sure thing; if it is she has no problem with this project.

Nick responded to a majority of her concerns. First Puesto operates around 23 hours a day; there is always someone there; be it the night cleaning crew or in-house maintenance staff and they have not had any problems with the homeless sleeping on the deck. Cleanliness has been maintained by their staff and that would continue for the duration of the permit. When he finds out about the parking, he will relay that to her. He is reaching out to them to find out the cost and details of how that would work out with the private vendor lots. The closure of Wall Street has been brought up in all the talks he has had with other community boards. If that were to happen some small modifications; pull a wall down and make a step and a ramp would open them right up to the street. Currently the modifications for public access now are that they have to add a second stairway, relocate a stairway that is already there and add a wheelchair ramp. There is a certain distance that the City requires between stairs.

Dave asked where the wheelchair ramp would be located. Nick responded towards the Herschel side there is a palm tree and a bench and the Wheelchair Ramp would fit in between them without extending past them.

Ross asked what the status is for the closed off parking across the street at the Gym/Lifetime. It doesn't seem like anything is happening there and that is parking that is blocked off. Natalie responded that the Gym's parking is on a different permit, a TOT permit which is a temporary permit. They can close off that parking on Wall Street as well as close off the parking on the other side of the street on Herschel across from Burger Lounge if they wanted to. Their parking range all depends on the size of their gym classes. Dave agreed with Natalie that it is temporary and their parking is based on the Covid tiers.

LJT&T received two Letters from John Beaver and Craig McClellan in opposition to the project. Dave read Craig McClellan's Letter to the Board and audience:

Craig McClellan:

As a La Jolla resident, I write to express my opposition to the placemaking pedestrian plaza permit application submitted by Puesto. I preface my comments by saying I fully support the taking of a portion of the street for outdoor customer seating for Puesto and the other La Jolla restaurants and businesses that are suffering through the pandemic. However, on August 1st or as soon as they are fully reopened, the street structures should be removed for at least three reasons:

***First**, they do not meet the definition of a placemaking which is defined by the City as “the temporary use of public right-of-way and private property that activates streetscapes by enhancing the pedestrian experience and providing neighborhood-serving activities.” Puesto’s outdoor structure certainly does not enhance the pedestrian experience, nor does it provide neighborhood-serving activities. It intrudes upon and crowds the normal space for the sidewalk, making it a single-file walkway. It takes away nine parking spaces that would otherwise be available to La Jollans and visitors alike. Architecturally, it does not blend with any structure in the neighborhood, and even though it is well built, it is unquestionably an eyesore. It is not there for neighborhood-serving activities, it is there for profit-making activities.*

***Second**, the precedent of granting such an application would be overwhelming to La Jolla Village. I don’t see how it could be granted for Puesto and denied for all the surrounding similar businesses that now have such structures, such as Coffee Cup, Hennessey’s, Herringbone, The Spot, El Avocado, and Jose’s. Not only do all these structures take parking spaces but the eyesores they create change the character of the Village.*

***Third**, Puesto is a profit-making business. There is certainly nothing wrong with that, except when there is a taking of public property for the benefit of a private, profit-making venture. I know that technically if the permit were granted, the structure would theoretically be open to the public, but I’m sure you realize that anyone who sat at a table there without ordering from Puesto would be subtly or not so subtly pressured to leave. And five years is a long time to give part of a City Street to a private business.*

For these reasons I hope you will oppose the application as not meeting the placemaking requirements and not being in the best interests of La Jolla.

Dave- asked Nick if there will be signage announcing that this is a public space and Nick responded it is a requirement to have them. Dave spoke of receiving an Assessment Letter from a city planner, which reflects commentary from various City departments that was lengthy and brought up a number of questions that have not been addressed. It may be premature for LJT&T to take Action when the City itself has not decided how to approach this project.

Tom - agrees with Dave. The City needs to move first and Craig’s Letter raises some very interesting points. Some issues that have not been raised are the liability issues surrounding this project and alcohol being served in a public space. These are complicated issues that the City has to make a decision on.

Nancy - believes that the conversation about curbside/outdoor dining is important but disagrees with this being the approach for us to develop it. Its piecemeal and it should be more comprehensive. Parking is a resource that serves drivers in nearby businesses and here a public resource is being conveyed to private use by one business. Before decisions are made an assessment should occur regarding how much parking in the community should be available for conversion, how to locate the spaces that are available, who should get them and whether there should be a fee that should be paid. A five-year commitment gives a monopoly to one business and might deny other equally deserving businesses an equal opportunity. We all unanimously supported outdoor dining and this is not a statement against that, or a statement against going that way in the future, but this is not the way to go about it where one restaurant gets approved and then what happens next and what are the repercussions for all.

Patrick- one of the benefits that resulted from Covid 19 was the outdoor dining concept and San Diego has perfect weather for it but he agrees with other comments made that walling off an area rather than opening up an area is not the right approach. He would prefer to see something more piazza like and less structural. He agrees with other comments that there is plenty of parking available but if you are going to take away a public resource it needs to be done in a shared manner and not from a single viewpoint. He is very much in favor of the idea but this project is not there yet.

Catharine Douglass-she thinks the idea is terrific but she has not heard anyone mention what closing off that Block will do for traffic. If that Block is closed off, traffic will be diverted onto Prospect Street. She hopes that where these cars have to divert is taken into consideration in this whole picture.

Diane Kane- President of La Jolla Community Planning Assn - also serves on DPR. Closing off Wall Street came out of an idea from Enhanced La Jolla and it has been talked about quite a bit. They presented it last year with the Slow Streets proposal from the Mayor's Office so it is not a new idea. Their feeling was that this Puesto permit may be the impetus to get that started and to look at a pedestrian plaza in a wider context. At the DPR Meeting they did not discuss the Puesto permit but they looked at closing Wall Street. Diane asked PDO and other community boards who are exploring the concept of closing streets for their thoughts on closing off Wall Street. The LJVMA Assn asked DPR to send a Letter of Support to LJCPA requesting that they continue to explore the closing of Wall Street on a very temporary basis and by temporary they mean by the end of Summer; just to see if it would work.

It is her understanding that the City is not going to throw Puesto out of their structure until after the pandemic, which looks like it will go through the end of Summer and potentially to the end of the year. That would give us a window of opportunity to test whether closing Wall Street is a good idea. La Jolla has never done this before so no one is sure what will happen. You cannot just close off a street and expect wonderful things to happen, there is so much logistics involved behind doing that.

Dave- agreed with Nancy that this proposal as presented is piecemeal and not comprehensive. He advised continuing this item to the May Meeting or once we get some responsive answers to questions and more elucidation of what specifically is going to happen here.

Motion to Continue Placemaking Pedestrian Plaza Permit Application: Early, Second Brady 10-0-0

Steve Hadley -representing Councilmember Joe La Cava refrained from commenting until after our Motion was made and approved. The City has repeatedly informed Council Offices that they intend to extend the emergency provision and in the meantime Development Services is working with other City boards and agencies to figure out how to allow some of the outside dining that was expanded onto city streets to remain permanently if the Community so desires it. He will be able to provide more information on that discussion in May.

Diane Kane- if this is continued to next month could we request the Applicants to look at opening their structure up toward the street to address some of the issues that came up and look at clearing the sidewalk because they have that pretty well blocked off. If they can look at this as more of a component of a larger street closure rather than a self-contained issue for themselves that might help them with their application, and it would give our Board some ideas on how that would function with pedestrian circulation on the sidewalk as well as circulation with closing the street down. That is the guidance that DPR and CPA would like from our Board.

Dave – opening it up to the street would strictly be if the street were closed because you will have cars running next to it but Diane is looking at various alternatives because what she is sensing from the other Meetings she has attended is that if this is a standalone project very few in the Community will be eager to support it for the various reasons that have been mentioned. There are a lot of reasons to turn this down but if this was part of something bigger there may be a lot of community support, but they need a sense of how that might work.

Agenda Item 6: Right of Way Vacation and Lot Line Adjustment on Cuvier Street - located between LJ Rec Ctr and Bishops School (Trace Wilson) **Action Item**

At the July 15, 2020 Meeting Agenda Item 2: Closure of Cuvier Street between LJ Rec Center and Bishops School - as part of Recreation Center Master Plan, Trace Wilson presented the Agenda Item. A component of the LJ Recreation Center Renovation Master Plan is to vacate a small inlet on Cuvier Street located between the Rec Center at 615 Prospect and The Bishops School. In the course of their renovation plans for the Rec Center they ran out of room for all the things that were requested such as more playground, squash court, bocce court and a backboard. They realized they could use the Cuvier inlet and started working with Bishops School on how best to do that. Cuvier has

somewhat already been vacated and its now mostly part of the Bishops School. Brian Williams is Head of Facilities at The Bishops School and he has been working with the Renovation Team and updating the Bishops School leadership on the progress.

This inlet holds 26 parking spaces that would be lost when the inlet is vacated. To compensate for the loss of 26 parking spaces the plan is to restripe Prospect St from Draper down to La Jolla Blvd changing parallel parking that is currently in place to diagonal parking. The restriping would be similar to the diagonal parking spaces currently on Draper. The switch from parallel to angled parking will net around 6 additional parking spaces but there could be more. Neighbors in the condominiums across the street from the Rec Ctr and along Prospect St has described that section of Prospect as a speedway and welcome the angled parking for the additional benefit of a traffic calming measure. The Board motioned to Support the Vacation of Cuvier Street as proposed and Support the Conversion of Parallel Parking to Diagonal Parking on Prospect Street from Draper Ave to La Jolla Blvd.

Trace Wilson- applied to the City for the vacation of Cuvier as part of the expansion project for the Rec Ctr. They are anticipating renovating the Building and creating a new master plan for the grounds which includes a new play area, moving the basketball courts, keeping the green but adding new landscaping, the historic trellis, and further amenities on the existing grounds. In working with the Community for a number of years there were a lot of requests for other recreational amenities like pickle ball, a backboard and work out equipment area among a few extra amenities that resulted in the request for the vacation of Cuvier from the City.

Included in their application for the vacation is the request for diagonal parking on the Prospect St curb line. The diagonal parking would add more parking spaces from Prospect St to LJ Blvd and create a safer way to park. They learned that Prospect in this location is a speedway and that the Condominiums, Rec Center, Museum, and the Churches really want to slow traffic in this area and allow a safer way to park and access the Rec Ctr. Currently the safer way is on the Draper side.

At the same time they are requesting the vacation of Cuvier they are also requesting a lot line adjustment. When streets are vacated they are typically divided down the center line of the street. In their master planning efforts for the Rec Center this would not net a very usable piece of land for either the Rec Center or The Bishop's School. The lot line adjustment proposes carving the land in an east-west fashion giving the Rec Center 11,106' fronting Prospect Street and Bishop's 8,061' at the southern end adjacent to their campus.

When the Cuvier Vacation was presented to DPR a lot of questions and concerns were raised and Dave asked Diane about them. Diane advised a concern came up that with the insertion of diagonal parking on Prospect St it would be difficult to back out because of the traffic on Prospect. The sight lines are more restricted with diagonal parking than with parallel parking that is there now. Another concern with diagonal parking is a number of vehicles are longer than the standard length of the diagonal parking space and they tend to hang out in the public right of way and block traffic. It is a safety concern for a smaller vehicle that is parked next to a much larger one because they cannot see traffic coming at them. A third concern was where the ADA Handicapped parking spaces would be situated.

One thought to address the length of the vehicles parking in the spaces is perhaps placing a stop line across the spaces and if a vehicle parks in it but extends over the stop line and blocks traffic they can be cited. Another thought was to create some longer parking spaces and shorter parking spaces along Prospect St to accommodate both larger vehicles and smaller ones although that may be a code adjustment.

William Newburn lives across the street from Cuvier and has lived there for a long time. He thinks it's a great idea and he also thinks the diagonal parking is a great idea mostly because he has seen cars showing off what the car can do down that stretch of the street. He has some questions and concern: there are trash containers on Cuvier and he would like to know where they will be relocated, if Cuvier is closed where Bishop's students will be picked

up and dropped off because there are quite a few students being picked up and dropped off there, and will the parking continue to be unlimited from a time standpoint?

Brian Williams, Director of Facilities for Bishop's School, responded to Mr. Newburn's question of student drop off and pick up. Bishop's is aware that this will affect an area where students are dropped off in the morning and picked up in the afternoon but they do have a pickup and drop off in their parking structure that has good traffic flow and it will be able to absorb the increase in traffic with little issues. Administratively they would prefer it as a safer alternative for parents. Cuvier is not easy for them to exit; it sometimes requires a 3–4-point turn to exit the street and there have been issues between parents and impatient drivers.

Ira Parker- when people are backing up, they are going to be backing up into speeding traffic. He has lived on Prospect Street across from the Rec Ctr and it is treacherous. Just look at what is happening on Draper; big flatbeds take up half the street and Draper is no longer a two-way street. He already knows that those diagonal parking spaces on Prospect will be taken by Bishop students and that is a Cultural Zone. There will be no parking for people who want to go to the Museum or Rec Ctr. There has to be due diligence on this project.

Victor Krebs- lives close by this area and attended the DPR meeting yesterday. He is in favor of the diagonal parking for the traffic calming it will provide to the street. Walking across the street with two small children is scary. However, he noted that there are 27 parking spaces within that area of Cuvier and there are 64 existing parking spaces on Prospect; 12 additional parking spaces will be added through the conversion to diagonal parking for a total of 76 parking spaces on the Street, but it appears to be at a loss of 15 parking spaces one block from the ocean. Every morning he sees the kids from Bishops taking all the parking spaces on Coast Blvd South and walk to the Campus so he agrees with an earlier comment; it will be more parking spaces for Bishop students on Prospect. He briefly mentioned if the lot line could be split down the middle it would net the additional land for the Rec Ct and more parking for the community. The land that Bishops is benefitting from will allow them to build a two - story structure that the community will not see from the street.

Mary Munk- with everything you do in life there is give and take. The Rec Ctr desperately needs more space to serve a larger community with much better facilities and cutting it down the middle would eliminate some options for them. If there are two-hour parking limitations the students would not be able to take those spaces as they do now on Cuvier, the lot does not have time limited parking so they park in those spaces. Where she lives, they suffer with UCSD parking so she understands that problem. Perhaps Bishops could work with their students to minimize the impact on the neighborhood. The Project as proposed is extremely beneficial to everyone.

Gail Forbes- wants to remind everyone what it says about Zone 6 the Cultural Zone in Chapter 15 of the San Diego Municipal Code. The regulations are intended to provide the highest land use priority and shall be reserved for these cultural uses. The design standards are intended to maintain the areas unique architectural appearance and scale. La Jolla Plans protect our cultural institutions which includes the Rec Ctr and Bishops School and the highest and best use for the Cuvier vacation is to return it back to them.

Dave- the Board approved this concept last year, however, there may still be some particulars with the loose ends from the traffic aspects of it. He wants to see what comes from the DPR Meeting and how they address their issues then. He favors a continuance for one more month to get those loose ends nailed down.

Ross- is not clear what the lot line actually does and asked Trace to explain it. Trace pointed out that the lot line adjustment is split width-wise in the middle instead of length-wise down the center and that would create 11,106 square feet of land adjacent to Prospect Street for the Rec Ctr and 8,061 square feet of land in the back of it to Bishops School adjacent to their campus. Ross is unclear why if it is a Street and it is vacated why is there a line in the middle of it. Dave explained when a street is vacated there is an easement that goes half to each abutting property. In this case the lot line is in the middle to create more efficient use of space for both entities.

Tom - believes we should continue this Agenda Item until we receive more direction from DPR.

Motion to Continue Right of Way Vacation and Lot Line Adjustment on Cuvier Street: Brady, Second: Rudolph 10-0-0

Agenda Item 7: Request for Stop Sign - on Bellakaren Place at Avenida Kirjah Intersection (Gary Pence)
Discussion Item

Gary Pence from City Traffic Engineering has indicated that a resident request for a stop sign on Bellakaren Place at Avenida Kirjah met their criteria for installation of a stop sign. These are two short streets of low traffic volume located east of La Jolla Scenic North. In view of the criteria being met and the cancellation of our March meeting, Dave directed Pence to move forward with the sign and he has issued work orders for its installation.

Agenda Item 8: Suggestions for Modifications to Pearl Street- from Girard Ave to LJ Blvd (Jonathan Scheff)
Discussion Item Jonathan Scheff sent an email to Dave regarding his thoughts for modifications on Pearl Street between Girard and LJ Blvd and is at the Meeting to present his views to the Board.

His concern has to do with the five-block stretch of Pearl Street from Girard Avenue to La Jolla Boulevard; it is a heavily trafficked thoroughfare for the Village and both the parking and lane configuration vary almost from block to block making it very inconsistent. Starting from the east, the first two blocks, Girard-Fay and Fay-Eades have no parking on either side of the street and have left turn lanes in the center at the Fay-Pearl intersection. This is the best intersection configuration for the entire five-block stretch and should be replicated for the other intersections. Proceeding further west, the left turn lane is not present at Pearl-Eades and westward; the result is intermittent congestion at the bottleneck created by the cars attempting a left-hand turn at the intersection.

The next two blocks, Eades-Draper and Draper-Cuvier have parallel parking on Pearl. This narrows the traffic lanes and when people attempt to park or pull out of their parking spot it ties up traffic flow. Additionally, people getting in and out of their cars with the traffic flow passing them creates an unsafe situation for both the persons getting in and out of their cars on Pearl as well as the drivers passing by them.

The fifth block, Cuvier-La Jolla Boulevard, is an interesting one because the width of the street is so much wider than the other blocks. There is ample space for street parking on the south side of Pearl due to the greater width of the street on the block. On the north side of that block, there is a parking spot or two which looks like they are seldom used.

This five-block stretch is a well-travelled link between beach communities such as the Barber Tract, Windansea and Lower Hermosa as well as an access route to the High School, Bishop's School, Bird Rock and Pacific Beach. When you look at La Jolla Boulevard south of Pearl with its center lane for left hand turns on one end of that stretch and Girard on to Torrey Pines Road with its flow and left-hand turn lanes and infrequent or absent street parking, this stretch stands out in contrast. It is congested, inefficient and not as safe as it could be.

Trace Wilson – agrees with Mr. Scheff that Pearl Street needs to be improved and the overall streetscape needs to be looked over. If Pearl Street can be improved with potential Roundabouts, it would make this a beautiful part of La Jolla. It is such a vibrant section of the Village with the restaurants doing really well. Dave asked Trace if this is something that his committee, Vision La Jolla, could incorporate and Trace responded that they already cut a section to consider a new parkway and he will show that at the right time.

Patrick Ryan- there will be competing interests with businesses, busses, and traffic flow. He would like to see an improvement with the Street but does not want it to choke the area.

Gail Forbes refers to Zone 4 of the PDO: Pearl St to La Jolla Blvd is auto oriented because of its location to a major street and is intended to be a buffer to the multi-family zones nearby. If you try to eliminate parking in that area you will run up against the confines of the PDO. Trace responded he does not believe parking would need to be eliminated to get a great street out of Pearl.

Andy Fotsch is Chair of Vision La Jolla and he would be happy to include Pearl Street in their scope. Dave asked Andy if he would connect with Mr. Scheff for his thoughts and Andy will get his information from Dave.

Adjournment: 5:36 pm

Respectfully Submitted: Donna Aprea, Secretary

Next Meeting May 19, 2021