

LA JOLLA TRAFFIC AND TRANSPORTATION BOARD
Monthly Meeting: February 18, 2025
The Riford Library – Seminar Room - 7555 Draper Avenue

Members Present:

John Bauer LJTC
Patrick Ryan BRCC
Dave Abrams LJCPA
Mike McCormack, LJSA
Erik Gantzel BRCC
Mary Soriano, LJTC
Ross Rudolph LJSA,

Members Absent:

Bill Podway LJVMA
Jason Peasely, LJMA
Tom Brady LJCPA

Approve Minutes of December 17, 2024:

First: Ross Rudolph

Second: John Bauer

Vote: 5-0-2

Abstain: Dave Abrams, Patrick Ryan

Approve Minutes of January 21, 2024:

First: Patrick Ryan

Second: Dave Abrams

Vote: 5-0-2

Abstain: Ross Rudolph, Erik Gantzel

Chairperson Report:

Opening Comments

We are focused on improvements to streets, traffic calming, red curbs, changes in parking time limits, and special events that involve closure of streets and parking, among others.

For your background information, we provide recommendations on action items that we refer to the Community Planning Association. It's that body that votes up or down on our

recommendations, and then they go to the city for implementation or not, depending on what the city decides to do.

Update on unfunded projects in La Jolla

I'd like to also mention as part of an initial presentation here, the San Diego Traffic Engineering Department, which we deal with regularly, provided us with a list of approved but unfunded projects around La Jolla, and I have a list of those projects. They are projects very small to projects that are very significant, and if anyone would like to have a copy of that, I'd be happy to email it to you.

Public Comment:

Sherri Leightner:

Event in LJ Shores that has closed the road for another year

I am here to respectfully request that the T & T board review the special event permit that has allowed the closure of Avenida de la Playa. And for those of you who don't know, Avenida de la Playa is the community commercial district of the La Jolla Shores Planned District and it should not be closed, not for a promenade and not for a year's long special event. It is shown in the transportation element as a two-lane collector, linking Calle de la Plata, Camino del Oro and La Jolla Shores Drive to provide public access to the coast.

As noted in the local coastal program, the beach at the end of the dedicated street is designated by ordinance as a boat launching area and direct access to this launch area from La Jolla Shores Drive should not be eliminated. My opinion. But I would certainly think it advisable to have a discussion.

Unidentified:

Streeteries and their encroachment.

I'm concerned about the blocking. The storefronts of stores of going beyond their designated boundaries. How they're looking - they look terrible.

Puesto is a whole different subject because it has extended into both red zones. So it's not only taking out parking, but it's a hazard for drivers that are trying to turn right. Either from Herschel on to Wall Street or from Wall into the alley.

And to me it's pretty egregious and I'm hoping that at some point you'll discuss it. I may not be able to do anything about it, but I just wanted you to know.

Patricia Garay:
La Jolla bike path and the ATT tower

I'm part of the Save the La Jolla Bike Path Coalition. We had a 5G town hall last week in partnership with the town council. It was well attended.

And it's all about the proposed cell tower on the bike path. We think the cell tower bike path is a bad, on the bike path is a very bad idea because the bike path is a very well used piece of property. We think we should qualify for preservation according to the city's own open space elements.

And interestingly enough, the Department of Transportation is the one that signed off on it because it used to be Fay Avenue and it never really was officially changed to the La Jolla bike path. That is the address. So that is the department that signed off.

It will have a veneer on it, but it will have nine antennas and they're eight feet long, 19 inches wide, 7.7 inches deep. There'll be alarms, ladders, a diesel-powered compound that will be used in case of power outages.

Trucks will come in, we'll have to keep pumping diesel fuel. So it doesn't really qualify as a climate friendly situation, but it also will have these RF signs to warn people away. So it won't be an inviting place anymore.

And I know that many of you had children perhaps who rode their bikes along the bike path or played there. A thousand people a day walk the path. And so it is very, very well used and a jewel of our community.

So it's a great disappointment. You might be asking if we need coverage and this is the official FCC broadband map. And in the point of the precise location of the bike path, it says 100% coverage.

And AT&T says that too on their own online map. And T-Mobile says that too. So we do have enough coverage.

So that really isn't the question, but residents are concerned about negative safety impacts, health impacts, and also potential fire concerns because cell towers are electrical devices that can catch fire, they do. And if they catch fire, you can't use water suppression until the power supply to the grid is cut. And that can take up to 60 minutes.

And this is a very heavily residential community surrounded by homes. The closest one is 75 feet, a nursing home, 190 feet away, a tot lot, 500 feet away, and the La Jolla Methodist Nursery School, which is 750 feet away. So if there's a fire, it's questionable if there would be enough time for all of those people to escape.

So a lot of concerns about it. And I wanted to bring it to your attention and especially also the part about the transportation department having it under its control actually at this point.

Chas Dye:

Enforcement by the police for traffic

Pearl St. and Prospect St. are both really perilous. Fay and Muirlands is lawless. And what I'm asking is whether T & T has clout with the cops to actually have enforcement around here.

I've never seen any enforcement. And the other one is Girard and Torrey Pines, something bad's going to happen there one day. It's not good.

And I have not seen any enforcement. So, if we could get enforcement, that would be fabulous. And the second thing is that coming up the dip by the gelato store, by coming west on Prospect towards where the living room used to be, at that stop sign, there used to be a no U-turn sign.

There's a no U-turn sign on going the other direction. There used to be one there. It went away, I think, when they repainted the street.

But if you go to the spot, by the time you get here, you're going to see at least 12 people making U-turns there, which is not great. So, the U-turns, no U-turn sign went away. It should be back.

Mary Soriano:

LTC Pothole filling exercise this weekend

La Jolla Town Council - you'll be seeing quite a few of us on the streets this Friday and Saturday, all within La Jolla with our safety vests on, actually reporting potholes and reporting them to the Get It Done app. This is a way to hold city accountable on the potholes.

But confirmation is received when there is a report and that is what we'll follow up. And please do not expect immediate gratification as we all know. But we will do some follow-up and Emily definitely has said if it isn't filled, any of these confirmations we'll send directly to La Cava's office.

Action Item: San Diego Triathlon Challenge

Request for temporary street closures and associated no parking areas in conjunction with triathlon fundraiser for Challenged Athletes Foundation. Proposed for Saturday, October 25 and Sunday, October 26, 2025

Presented by: Jessica Hill

We are, Challenge Athletes Foundation has been around for 32 years now. And for 27 of those years, we have had our annual San Diego Triathlon Challenge in La Jolla at the Cove.

And this year we are bringing it back to the Cove. We're hoping to bring it back to the Cove in the fall. So I wanted to present some of our information that we have at this point.

The event will be very similar to what it was for all those amazing years. It is a true try. So the event, the large part of the event is on Sunday, October 26th.

And the event itself will be at Scripps Park. So, to start, on the packet I gave you is the venue map. And that's just for your information.

I know it's not what we're reviewing today, but just the venue map of what we'll have at Scripps Park, followed by the routes. So we have a one mile swim, a 30 mile bike, and then an eight mile run. And these are the routes here for all of those.

And we'll get to the parking as well. The most important part at the, after the routes there should be something labeled traffic and parking overview. I know that's really the important stuff.

So we only plan to close Coast Blvd. right outside of Scripps Park. We close that down on Sunday for the entire day. On Saturday, we do only close off some of the parking spots on Coast, but not the whole street.

And that's just for vendors to do load-in. And those spots are on that spreadsheet as well. For the bike route, we do have one lane closure in the morning.

Our swim starts at 8 a.m. And so the bike should start, give or take around nine. We do have one lane closure for the bike route. And that will be the number one lane on Torrey Pines Road from Prospect to La Jolla Shores Drive.

And San Diego Police Department will monitor this lane closure. I also listed the different streets where we will have course marshals placed just because we do our bike and run our rules of the road. We do not do any complete closed course.

We will have bike route course marshals at these specific intersections where we've identified that we may need some help for riders turning or just making sure everyone's following the rules, as well as the intersections listed for the run route as well for the same thing. Again, we will have parking will be posted starting on Friday and Saturday for those 10 spots on Coast Blvd., just for us to load in. But the whole street will not be closed, just those 10 parking spots.

And then on Sunday, we've requested the entire street to be closed for the entire event. We don't allow attendees to park on Coast Blvd., but we do some activities. Our kids walk roll happens on Coast Blvd.

And then we have some of our vendors that kind of post up there. Parking will be offsite.

Mike McCormack: Quick on that. Does that mean traffic can't come through?

Jessica: Traffic cannot come through.

Traffic will be rerouted. And I put on the back there, there is this diagram here or this map here shows where it will be marked off from Coast. And there will be signage placed and signs to let you know what the turnaround will be.

For residents, residents that fall within that road closure on Sunday will be issued a resident access pass and allowed, they'll be escorted, they'll have access to their home. And that's where they're going. Again, we don't block off parking, like street parking, but we do work with ACE parking lots to secure some surrounding parking garages so that our attendees do have some place to park if they are not local.

And we also have valet as well. We work with them for valet. And I listed the parking spots that we've requested through ACE.

Our load-in day, our big load-in day for cars coming through again is on Friday and Saturday. The event is cleaned up on Sunday night so that Coast Blvd. does open completely after the event is over Sunday night. And our load-in should be done by 10 p.m. by Monday, it will be all back to normal. And then again, this map just shows the road closure from Coast Blvd. And then this map here shows those 10 p.m., 10 spots that we will block off on Friday and Saturday. And this next page shows what those spots are for.

Ross Rudolph: Given the pollution at La Jolla Cove and some of these people may be immunocompromised, what are you doing about that? I mean, I can't imagine personally swimming there even though I surfed the shores further up. I mean, do you have any comment on the pollution issue?

Jessica: Definitely. We've been working really closely. I was able to have gotten just different feedback from other groups that swim at the Cove.

The La Jolla Rough Water, we worked really closely with them and they put something in their waiver just letting participants know about the water quality because it was a challenge to us in the past and one of the reasons why we moved away from having the event in La Jolla. So we plan to add that as a part of our waiver so that they know ahead of time so that they can make, it wouldn't be a surprise. But if that morning we worked super closely with the lifeguards and if the water quality is not good enough, we do not do the swim.

Erik Gantzel: I know that in past years it's run pretty smoothly. I'm wondering if there's been any significant changes to how the route is set up. I know that the run used to go in a different direction. Initially it went to the north, not the south?

Jessica: Yes.

Erik: But as far as how the area around Scripps Park and the parking closures and the road closure, any differences there from past events?

Jessica: We have shortened the route a little bit. So the bike route used to be 44 miles, now it's 30 and the run route used to be 10, now it's eight. So the route was changed just a bit but just to be shortened, the bike itself.

The run route is, we used to use this route I presented in the past, but it was the route for our wheelchair participants. So now we are having everyone do that route instead of splitting them up to go in two separate routes. So that would be the biggest change is the run is going on the same route we used but just for everyone now as opposed to just our wheelchair participants.

Ross: My other question is, you have a list of commercial parking lots. What exactly is the relationship to those parking lots?

Jessica: We've worked with ACE in the past. They provide us whatever the amount would be and then they give us, we provide little tickets to people to put in their cars. So it's kind of like a, almost like a complimentary ticket for some, so we work closely with them so that it just, there's places for people to park.

They don't have to look for street parking. These garages, they allot a number of spots for us and we can have our participants park there.

Ross: And are they doing that free?

Jessica: I wish it was free. ACE parking and LAZ are both been very good partners of ours and so we do buyouts of some of their full lots and then they provide inventory in some of their parking structures.

And then to mention, we do also use, we do have a Friday event at Kellogg Park but we don't do any closures for that. I didn't put it on this list, but we do a kind of a barbecue for our families at Kellogg Park, but we don't do any road closures.

Vote: Request for temporary street closures and associated no parking areas in conjunction with triathlon fundraiser for Challenged Athletes Foundation. Proposed for Saturday, October 25 and Sunday, October 26, 2025

First: Dave Abrams

Second: Mike McCormick

Vote: 6-0-1 in favor. Note: Mary Soriano not in the room for the vote and counted as abstained

Action Item: Indian Wedding Baraat (Procession)

Request for temporary street closure and no parking on a portion of Coast Blvd on Friday, April 25, 2025, to accommodate a wedding procession ending at La Jolla Cove Hotel and Suites.

Presented by: Ishita Vyas

I was here a couple months ago where it was, our plans were so preliminary. This event is happening on April 25th of this year, and it just so happens that there's a Concours car show happening in that area at the time.

So we were able to, Erik was able to share the contact for the show organizers, and we're working with the special events department, Justine King. We were able to organize a meeting with the Concours organizers and chat with them about our plans, because this is a wedding, and we couldn't move the date, like it's a religious event that we can't move. And thankfully they were able to work with us on providing us a short pathway for the Baraat, which is from Brockton Villa until La Jolla Cove Hotel and Suites.

That's the pathway that we're going to work with between 9.30 a.m. and 11 a.m. That's when the actual procession will happen. We, Justine with special events department was able to talk to the San Diego Police Department. They will be providing us with officers that can guard the pathway so that the trucks loading in that day is not a risk to our guests, and vice versa, we're not creating any costs for them.

And we were able to get their support, but for us to get a cost estimate from them, we do need a letter from the traffic and transportation department, supporting that this can be allowed. So that's why I'm here. In terms of the map, there are parking spaces between Brockton Villa and La Jolla Cove Suites that we will need to block from 7 a.m. to 11 a.m.

We do have shuttles coming in that are coming from Lowe's and Coronado to La Jolla Cove-hotel and suites, but guests are going to be dropped off between 8:30 and 9:45. So all the guests are going to start to arrive between 9:15 and 9:45, and they're going to be coming in from Prospect onto Cave and then onto Coast Boulevard. They'll drop off our guests on the shuttle to leave. It's just, there's not really like, there's no pausing, they're not, they don't need to be stationed anywhere.

And for any of our guests that are driving in, we're working with La Jolla Cove Hotel and Suites, as well as the ace parking lots that are available to have them, you know, just go and park there.

Erik: I understand what this event is, but if you wouldn't mind just providing a basic description of what the event entails for everybody else.

Ishita: Baraat is essentially a procession for a wedding that's done typically in Indian weddings. For our case, it's for about 100 guests that are going to be processing with the groom. It's a religious tradition that comes with the event.

The groom comes with their family members. Typically it's on a horse, but he's coming in a car. So we don't have any animals, live animals there.

But he'll be coming in a car, he comes with his family, and the right side of the family who's here with me today, the right's parents, they receive him. So they'll be doing the receiving part at the La Jolla Cove Suites, in front of that. And then we'll be directing all the guests up to the rooftop.

So that's the procession.

Erik: So the road is closed for approximately how long, from the top of Cave Street and to the La Jolla Cove Hotel and Suites?

Ishita: From 9:30 to 11

Erik: And then the road coming in from Coast Boulevard from the south, that's going to be open to allow the trucks to load or unload for the Concours.

Ishita: So that's why we had to get police department involved so that they can't allow the trucks to come in from Cave Street because it's a risk for the guests and then just the community in general at that point. So they're going to redirect them to come from the other side of Coast to load-in, which we're fine with, we just needed that, from Brockton Villa and to La Jolla Cove Suites to be like open.

Patrick Ryan: And is this a full closure for that whole period of time?

Ishita: It isn't, for just that patch, not the full Coast Boulevard.

Patrick: Understood, because I know in the past, in other baraats, that we've done like a rolling closure where it kind of really, you've got, 100 guests is not a big amount of people, and they've kind of just moved it forward or just closed one lane and moved that group forward.

Ishita: Just because that's a very tight space, they were suggesting it's better to just have a full closure for this timeframe and have the trucks loaded on the other side.

Erik: I think the problem too is it's such, yeah, it is such a short distance and there really is only one lane of traffic coming down from Cave into Coast. So it's, if there's a fire lane and there's a

traffic lane, and then the parking closure, it looked like on your application, you're going to close the parking on the ocean side of, and what's the, just for the portion of Coast Boulevard where the baraat is, or the entire section of Coast Boulevard from the cave store?

Ishita: No, just for this section. So from Brockton Villa, there's about, I want to say there's 35, because I went there and counted it, 35 parking spots between like on the ocean side of it, and there's a few on the Brockton Villa side as well, but it's only from Brockton Villa up until La Jolla Cove Suites. It's not on the other side of Coast Blvd. We're not blocking that.

Partick: Yeah, I mean, you've got a parking lane on the left, you have a driving lane on the left, and you have a driving lane on the right, and then the angle parking against the ocean. So there's actually a fair amount of room there from Brockton Villa. Further up Coast, it's narrow, but right there, there's plenty of space.

John Bauer: Does this get closed for concourse completely? Does Coast Boulevard?

Ishita: They're not closing it, they said.

John: So where are you putting signage to let people know that from Brockton Villa onwards, because it's a one-way street?

Ishita: Well, we were hoping to have San Diego Police Department up on Cave St. so that during that timeframe, nobody is able to come down. And we were hoping to put it up there, the signage.

John: They've agreed to that?

Ishita: They have, as long as we get a letter of support from your community.

Erik: And then what about the commercial spaces along there, specifically the Cave Store, the cafe on the other side, and Brockton Villa itself?

Ishita: So we actually plan to go and speak to them. I did try to contact Brockton Villa, but I haven't heard any responses, so I just want to go in person and speak to them. That this is happening at this time, it'll be for a short period of time, and there may be a chance it may even end earlier.

And if that's the case, we can obviously tell the police department and let them know as soon as it ends. But I do want to go and talk to them personally.

Patrick: So firstly, I think these are amazing. We've all had many, or a handful of them, and approved them and everything. I just want to make sure that this is a good balance.

The concern I have is because it's a complete closure, and you're only really using the area from Brockton Villa to La Jolla Cove Suites, it's actually a pretty small area, and really not a huge, a hundred people is not really a big crowd. I'm concerned that from Brockton Villa back to Prospect is a fairly long distance. And you need to post 72 hours ahead of time that you're closing, and because it's one way there, if you're closing from Brockton Villa, every vehicle parked or any store in between Prospect and Brockton Villa will need to know far enough ahead of time, because as soon as you close the top of that street, there is no way out for them if you close from Brockton Villa onwards.

That's my concern, there's no recourse for all those people. I don't know how many vehicles it is, but it's probably 40 vehicles from Brockton Villa to the top, plus a cafe, a bunch of stores, and those kinds of things. That's my concern, is that piece.

I think from Brockton Villa, that the actual Baraat route makes perfect sense. It's short, and I just wonder, is there not a way that it could be constructed so that you could actually keep the road open, close some of the parking in the area so there was a little more width, and then you wouldn't be closing anything, given that it's a short amount of time, but I am really concerned about how much notice you would need really to close all the way back up to Prospect, because it's a one-way.

Note: Extensive conversation with party and Traffic and Transportation members on designing a new solution that would work for all parties is undertaken. **The result is the amended vote below**

Vote: Request to temporary Close all parking between Brockton Villa and 1155 Coast Boulevard between 7am to 11am April 25, 2025. To allow the procession whilst keeping open for through traffic.

First: Mary Soriano

Second: Dave Abrams

Vote: 7-1 in favor. Opposed: Mike McCormick

Vote Action: Erik to provide letter confirming this vote to the event planner

Discussion Item: Torrey Pines Road K-Rail Project

Discussion regarding preservation of reasonable bicycle access along Torrey Pines Road during construction of the new guardrail between Coast Walk and Prospect Street.

Presented by: Kathleen Neil

Erik: This was an item last month, but Kathleen Neil has raised some concerns that I think are very valid about maintaining pedestrian and bicycle access during the construction and try to figure out what we can do, what ideas we can propose to maintain that access during the long construction.

Kathleen: The PDF shows you the area of concern that I'm going to suggest as a possibility for the alternate flow of bikes. We're not going to address pedestrians because there is no sidewalk on that side, so the problem is we're going to have a closed lane on the beach side of Torrey Pines Road from Coast Walk to Prospect.

My suggestion is most of that section from the HAWKS crossing up to Prospect on the not-ocean side of Torrey Pines Road. It all has curbs, storm drain, much of it has sidewalk. There are portions of it that don't have sidewalk, and they extend from 1555 Torrey Pines Road, which is very near to the crossing at Prospect, all the way down to Amalfi.

And Amalfi is the road that we know that cuts right off Torrey Pines Road and hooks back into Hillside. So, is it possible to suggest to the city that they consider constructing a temporary class five two-way bike path from that area where the HAWKS crossing is up to the crosswalks at Prospect? Now I realize nobody but me uses the actual bike path that is Bluebird Lane because it will bust your tires. It has done that.

Nonetheless, I noticed the city never really endorsed using Prospect as the bike lane. So it kind of, I feel like we really do a disservice to the bike people because they're already all over the place once you get to the top of Torrey Pines Road at Prospect.

So all we're saying is if you're a bike, you're not going to have a sidewalk where the K-Rail is presently located, and most likely the right turn lane onto Prospect Street probably won't have a sharrow either. So, let's ask the city to temporarily construct a separate, which is a class five bike lane that's two-way.

Patrick: Which is K-Rail?

Kathleen: Doesn't have to, it could be, but it doesn't have to be. And I'm not saying they'll agree to it. If we just say to them, wait a minute, you guys, we need a bike, we need to accommodate bikes.

Ross: Are you proposing taking this out of a traffic lane?

Kathleen: No, well, they're gonna have to close a traffic lane on the other side. Okay, so I'm not a traffic engineer and I think it should be put to Gary Pence as well as put to Nazie Mansury because she's not a traffic engineer. But when I stand there and I look, it appears to me the city has already narrowed the lanes that are on the ocean side. They have not so much narrowed the lanes of traffic to that are on the hillside, right?

So that means that they probably have a few extra inches there in an existing bike path already where they would only have to really maybe give it a little bit of space and then protect it because right now, there's vegetation growing into that bike lane and then there is the thing that this is Torrey Pines Road and people will go over into a bike lane without thinking.

Patrick: If they are on the construction side, on the ocean side, they're going to take away the bike path regardless. So, the question is, would you rather have no bike path and a one-way or would you rather have a one-way bike path protected by something on the other side? On the other side that possibly could be shared.

Kathleen: Because I'm going to assume based on just use of the road, we're going to see both pedestrian and bicycles migrating there anyway, especially if the city has no other resolution.

Patrick: And they cross at the HAWKS?

Kathleen: They cross at the HAWKS, yeah.

Ross: Well, it seems to me that what you're proposing is going to cut into traffic flow. Now, I do not ride a bike anymore. But I think if you've ever tried to get out of La Jolla at three o'clock in the afternoon, I don't think narrowing that traffic down anymore is a good idea.

Kathleen: I agree with you completely, except that I think we're all going to have this dropped in our lap. And any concerns about slowing traffic in that area are going to be moot because people are going to find it in standing traffic, just like when the throat was under construction. Truthfully, we've not had this level of construction at that choke point in forever.

Mary Soriano: I appreciate Kathleen's mindfulness and thoughtfulness when it comes to the cyclist. I think she makes a good point in making sure whatever is happening on the other side, we accommodate on the other side, on the opposite side.

Whether it's just having that one lane that already exists going one way. I have a hard time seeing two lanes. But I don't know if it's going to hurt in a recommendation to have a two-way lane.

I mean, I'm not an engineer. I can't say that it couldn't be. But just looking at it, it's kind of difficult to see a two-way there.

But the point I think that she has made is to help and assist that the city is mindful of the situation on the other side because of the project that's happening with the guardrail.

Next Steps: Erik to request that the City come back to us with a full traffic and pedestrian plan, that incorporates decisioning around a two way bicycle lane solution.

Discussion Item: Restaurant Seating on La Jolla Streets

Request to reduce the size and/or number of outdoor restaurant seating areas built over parking spaces.

Presented by: Ashley Clark

I do feel, so La Jolla parking, we all know is at a premium and during certain times of day or during high seasons like summer, it's impossible to find parking. But I do feel like recently, it's just been becoming a big problem. And sort of the impetus is not only as a patron who circles the block for 20 minutes and can't actually stop at the post office, but I also own commercial property in La Jolla and I'm beginning to worry about my tenants who own businesses that are not restaurants that are concerned because their customers are complaining about the lack of parking.

And so, and I know, and I get, you know, during the pandemic, there was a time and a place when we have social distance and we eat outdoors and we want to support our restaurants, but the pandemic is over. And thank you everyone for your email. I know the spaces is places, you know, is the more permanent solution.

And I love the idea of outdoor eating and that's wonderful, but I do think that we need to sort of consistently sort of relook at this and reassess the status of this and the effect on other local businesses. So again, sort of, you know, as a patron, I've experienced the frustration, but it really came to my attention when, so I own, one of my properties is on Herschel City, sort of like Gary, you were talking about Herschel down towards Prospect. So a lot of restaurants occupying spaces, Puesto, Marisi, Queenstown.

And my tenant, you know, is kind of a mail delivery service, right? He has clients that come in and need to drop off packages and sort of quick service. And he expressed to me that there's been complaints from customers being like, I've been driving around for 20 minutes or I had to park three blocks away and I'm carrying heavy packages.

And it's really affecting his business, which then worries me. I thought I would write a letter and I sent it out. So here I am today.

Mike: I think it's time to admit that COVID has long passed. Restaurants have emerged whole.

This is now mainly benefiting the owners to the detriments of other merchants and shoppers. It's a Bourbon Street rundown risk. And we just lost more village parking due to the daylight law.

The impact on parking in the La Jolla Village, if you counted the spots, is significant. And it is always jammed up. I dropped my mom down there. So I support it.

Erik: I have a comment too. I mean, there's this one block bordered by Prospect, Herschel, Wall Street, and Girard. And on the Prospect side, you have in front of The Spot, in front of Jose's, in front of what looks like La Macron.

And then of course, the entire block from Herschel to the alley, you have taken up by Puesto and Marisi and Queenstown. And I really think that you bring up a good point that this is benefiting certain property owners and businesses to the detriment of others.

And the amount of seating that's along Wall Street between Herschel and the alley, the entire street is taken up by dining. And they also have dining between the sidewalk and the business. So the sidewalk through there has become very, very narrow.

I walk my dog through there a lot. And there's barely space to get by a lot of times.

Ross: Well, I'll make a comment. I wasn't born here, but I've lived here for 50 years. So I've driven in La Jolla for 50 years and parked in La Jolla for 50 years.

And we live in a Mediterranean climate. And I think being able to sit outside and dine is a good thing. There's no shortage of parking in La Jolla.

You just have to be willing to pay for it. Which, of course, no real La Jolla wants to do ever. So I think that these restaurants are good for us.

The outside ability is good. Maybe some of the territory that they've taken over could be shortened. But I don't think that we should eliminate the ability to eat outside in La Jolla.

Ashley: And to your point, I appreciate that too. And I like the outdoor eating space. I do think that's great too.

But yeah, for a customer that's going to my tenant's place of business to drop off a package, I don't think it's fair to ask them to pay for parking to do that, so.

Patrick: Yeah, it is a tricky balance. I understand there's never enough parking.

And we could always do with more. And for tenants that are not restaurants, having restaurants with outdoor space does negatively impact what they're trying to do. I also agree with Ross that COVID did give us something that was very special and that many, many places in the world have the benefit of eating outside.

And so, being able to preserve that in some way, in my personal opinion, would be ideal. But I think there probably has to be some sort of a balance. And as a parking guy from way back, typically supply is not the issue with parking ever.

In fact, if you look at any close parking lot to the street, go on Google Maps, look at any parking lot in the street, close to the street, open parking lot, every single one will have oil spots in it. But if you look at any multi-story parking garage in La Jolla, in fact, anywhere in San Diego, if you look at the satellite photo from the roof, there are no oil spots in the parking spaces. And all that means is that those parking spaces are not being utilized.

And it's not necessarily because of cost. A wise man called Donald Shoup once said, free parking is like free pizza, there would never be enough. And that's absolutely the case.

So, it really is a case of managing the parking better, such as 15-minute zones in front of those kind of places. Something to kind of bear in mind is that a place like Puesto has pretty much doubled the size of its restaurant for free. Square footage, they're not paying tax on it, they're certainly not paying rent on it, they're not doing any of those things.

And while it's amazing to have that space, they are gaining financially. And the value of that space has a market value. So the question is, how does the city balance taking out spaces?

And look, it can't be at the measly parking meter rates that are really paid, and I know they sound expensive, but worldwide, San Diego parking rates on the street are very, very low. And if you multiply them out, they would be considerably less than rent. But if you value those as commercial parking spaces, you would get a balance where the business could say, all right, well, I would like two spaces, I'm willing to pay for them, and because of that, I'm willing to add some parking in a close-by lot that is available for parkers, for the general public, and offset that in some way.

And that can be done. And I think some kind of formula like that, we'd end up with a balance between the great ability to eat outside, like we're in Italy or France or La Jolla, and also gain back some parking spaces and not have to think about it. And I also agree with Ross that La Jollans don't want to pay for parking, even though the reality is that there is a cost to it, and there will never be enough free parking.

Dave Abrams: I share the sentiments that Ross and Patrick have said. And it galled me from the get-go that Puesto is getting this free business space, basically.

I mean, there's tremendous value in that. And I guess the city now, after much effort, put together a streetery plan and all that, and they spent a lot of time and effort to do so, and they charge some kind of a piddly permit fee that's just tongue change. How those guys get away with that, I don't understand.

So, I definitely buy into what Patrick's saying, to somehow get some quid pro quo out of these people for the free commercial space that they're picking up.

Mary: if I remember this correctly La Jolla CPA presented a map. The map showed the border in which all these outdoor patio seatings were allowed.

So the way that that border, thank you guys, the way that border kind of flowed and it allowed for Puesto, Marisi, and now Queenstown, right, that entire corner and block to accommodate and continue with the outdoor cafe seating. I mean, I love, and I think most business should have outdoor seating, but there is outdoor seating. In front of Puesto, they have that outdoor seating in front of their restaurant.

So they're just getting additional outdoor seating with this street. So that's the part where I think it's gone overboard because I fully encourage, and I mean, the new bakery that just

opened, Paris something, on Girard, they put bistro tables right on the sidewalk and it still left enough room on Girard, it left enough room for pedestrians to walk. So, I mean, encouraging something like that, where you use the space you have in front of your restaurant to have that cafe bistro type seating, but to extend to the point of where you've got the entire Wall Street on that whole block where it's Puesto, Marisi, and then you go around the corner and now you've got Queenstown.

Then you've got the little part of NekoSan or something over on the same street, right? I think this all needs to be addressed in that sense. We have enough space, it seems like, for our public right-of-way and in front of any retail.

If they want to have bistro tables in front of them, I think that really helps bring people in. But on the street, to the extent that we have it now, I think that definitely needs to be revisited.

Public comment: I'm a non-agenda public comment. I also support outdoor dining. What I don't support is the egregious misuse of the permits where you're extending to block other merchants, both their parking and their being able to see them, to know where you're going.

And I'm thinking particularly of people who are disabled that have trouble walking as far as they're needing, even whether they're parking in public parking or somewhere else. If they have the opportunity to park in front of a merchant and they can't because a restaurant has now moved into their space, that's not okay. And if Puesto's group is going to extend into red zones on both ends, causing blocking of views to get onto the streets, that's not okay.

It's different from supporting public parking. It's just saying, if you're doing it, don't take advantage of the privilege. You already are getting way more than is what was fair as merchants.

Public comment: I have a real problem with using the public street for private benefit. I don't know what findings were actually made so that there was a public benefit from using the public street for private enterprise. It really is...

It's not... When I think of all the work we did in La Jolla to try and find parking places and how to lay out the parking spaces and the time-limited ones, the handicapped ones, counting the spaces, the garage spaces, just to make sure there was parking in La Jolla and then it would turn over and then to have blocks just shut down to have some of these places that, they don't look nice. They don't look nice at all.

And the idea that La Jolla has always had sidewalk cafes, that has been allowed use for a long time. And same with the shores. There were provisions for how you get a sidewalk cafe.

I think City of San Diego, personally, I think the City of San Diego should do what Chula Vista did. And what has been happening in downtown La Jolla is they are enforcing the requirements on the street areas and they're going away. I don't think the ones in La Jolla are being enforced.

I don't think they have permits for what they're doing there. They're just continuing. And is this something that is only for food service?

Why can't it be, Warwick's has a streeterly to sell stuff. Do we give away the public street? It was part of our, all our planning.

Next Steps: John Bauer to work with Emily to provide a list of current permits that allow for parklets in LJV

Adjournment: 5:45 pm

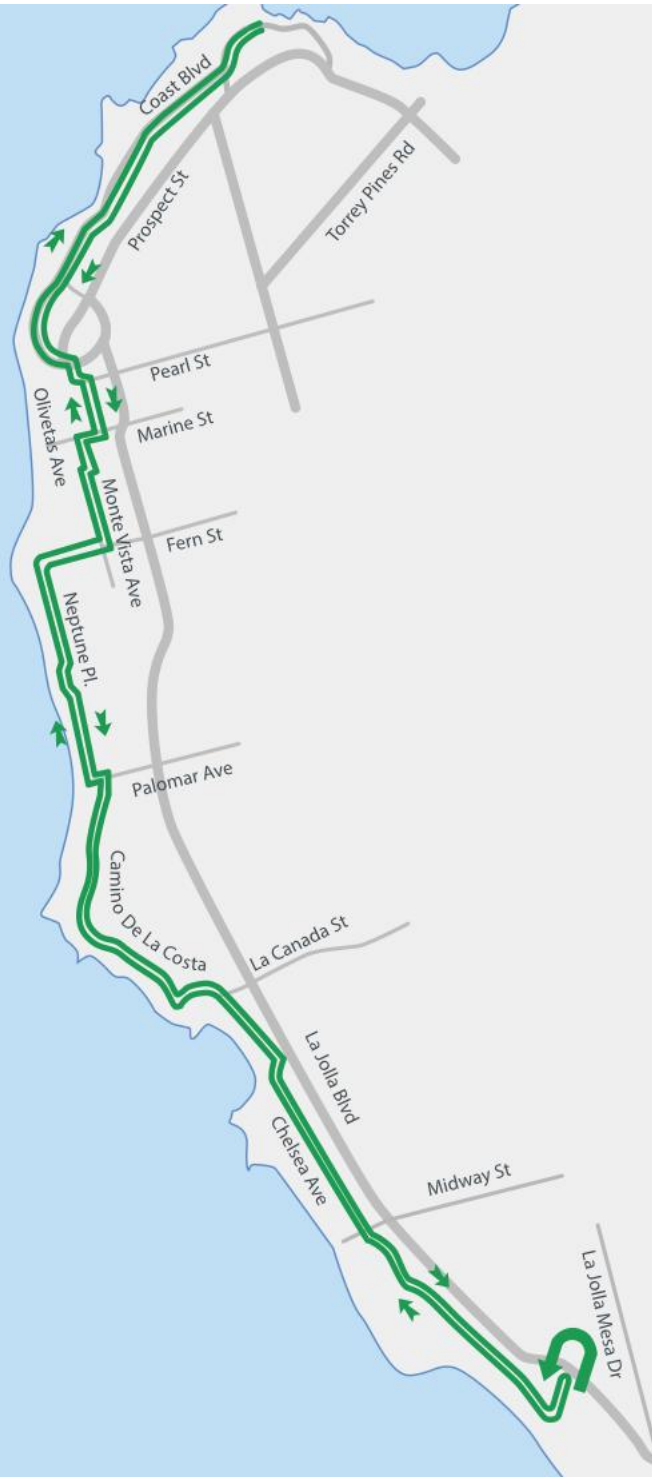
Next Meeting – March 18th, 2025

Respectfully Submitted: John Bauer, Secretary



WHEELCHAIR RACING COURSE

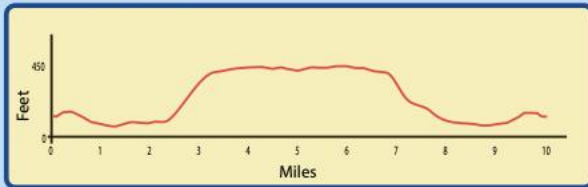
OBEY THE RULES OF THE ROAD





10 MILE RUN COURSE

Run Course Elevation



10-MILE RUN TURN AROUND



