



PO Box 889, La Jolla, CA 92038

<http://www.LaJollaCPA.org>

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President: Tony Crisafi
Vice President: Joe LaCava
2nd Vice President: Patrick Ahern
Treasurer: Jim Fitzgerald
Secretary: Helen Boyden

La Jolla Community Planning Association

Regular Meetings: 1st Thursday of the Month
La Jolla Recreation Center, 615 Prospect Street

Thursday, April 3, 2014

D R A F T AGENDA – REGULAR MEETING

6:05p

1. Welcome and Call To Order: **Patrick Ahern**, Vice President
2. Adopt the Agenda
3. **Elections**
 - A. Ratification of Election Committee – Action Item
 - B. Officers Response to the Election Challenge- Information Only
 - C. Certify Election
 - D. Recognition of Outgoing Trustees – **Councilmember Sherri Lightner**
 - E. Swearing in of newly elected trustees – **Councilmember Sherri Lightner**
4. **Election of Officers**
 - A. President
 - B. Vice Presidents
 - C. Secretary
 - D. Treasurer
5. **Meeting Minutes Review and Approval:** 6 March 2014
6. **Elected Officials Report** – Information Only
 - A. Council District 1 – Council President Pro Tem Sherri Lightner
Rep: **Justin Garver**, 619.236.6981, jgarver@sandiego.gov
 - B. 39th Senate District – State Senator Marty Block
Rep: **Allison Don**, 619-645-3133, Allison.don@sen.ca.gov
 - C. 78th Assembly District - Majority Leader Toni Atkins
Rep: **Toni Duran**, 619-645-3090, Toni.Duran@asm.ca.gov
7. **Non-Agenda Public Comment**

Issues not on the agenda and *within LJCPA jurisdiction*, two (2) minutes or less.
8. **Non-Agenda Items for Trustee Discussion**

Issues not on the agenda and *within LJCPA jurisdiction*, two (2) minutes or less.
9. Officer's Reports
 - A. **Secretary**

B. Treasurer

10. President's Report

- A.** Report from Stakeholders adhoc committee on short-term vacation rentals
- B.** City Council Update- Childrens' Pool Seasonal Closure
- C.** Volunteers for subcommittees – appointments will be ratified at May CPA meeting

11. CONSENT AGENDA – Ratify or Reconsider Committee Action

Consent Agenda allows the Trustees to ratify actions of our joint committees and boards in a single vote with no presentation or debate. The public may comment on consent items.

→ Anyone may request that a consent item be pulled for reconsideration and full discussion.

→ Items pulled from this Consent Agenda are automatically trailed to the next CPA meeting.

PDO – Planned District Ordinance Committee, Chair Ione Stiegler, 2nd Mon, 4pm

DPR – Development Permit Review Committee, Chair Paul Benton, 2nd & 3rd Tues, 4pm

PRC – LJ Shores Permit Review Committee, Chair (vacant), 4th Tues, 4pm

T&T – Traffic & Transportation Board, Chair Todd Lesser, 4th Thurs, 4p

No PDO and PRC meetings in March

A. So Fine on Kline Festival Street Closure – September 20, 2014

T&T Motion: To approve street closure Friday at 7pm to Saturday at 8pm 6-0

B. La Jolla Half Marathon Street Closure on Sunday April 27th 2014

T&T Motion: To approve street closure 6-0

C. Valet Parking in front of La Plaza La Jolla 7863-7877 Girard Ave

T&T Motion: to approve 4 white loading zones. 11am – 2am 7 days a week 5-1

12. REPORTS FROM OTHER ADVISORY COMMITTEES - Information only

- A.** COASTAL ACCESS AND PARKING BOARD – Meets 1st Tues, 4pm, Rec Center
- B.** COMMUNITY PLANNERS COMMITTEE – Meets 4th Tues, 7p, 9192 Topaz Way

13. Remove Commercial Loading Ramp – full review (Pulled by Vice President LaCava)

7414 Marine (near corner of Herschel & Marine)

T&T Feb 2014 Action: Motion to approve 7-0

14. AT&T Cliffridge Park – Full review (Pulled by Tim Lucas)

PRC Motion: Findings can be made for a conditional use permit for Project No. 325685, based on the A01 drawing dated 1-27-2014, which indicates all trenching is to be outside of the fence of the adjacent ball field. 4-3-0

8311 Cliffridge Avenue- Conditional Use Permit (CUP), for a Wireless Communication Facility (WCF) consisting of twelve (12) panel antennas mounted on a 30-foot tall faux eucalyptus tree (monoecalyptus) with equipment located in an adjacent enclosure. The site is located in Cliffridge Park.

15. Coastal Access & Parking Board- Action Item

The entire sum of funds presently held by the City of San Diego for La Jolla coastal access and parking should be freed of restrictions so as to be spent on any projects compatible with the actions itemized in the La Jolla Coastal Access and Parking Plan of 1993. That is, 50% should no longer be earmarked for "a remote parking reservoir and shuttle system" for La Jolla commuters. Whereas the idea once might have made sense, such a scheme no longer appears feasible. The Coastal Access and Parking Board requests that the City review the arguments and support this position.

Furthermore, it is requested that the City forward this proposal to the Coastal Commission with the goal of revising the present Memorandum of Understanding of 2002. The La Jolla Community Planning Association Trustees are requested to endorse the above, which will allow the proposal to go through to the City and to the Coastal Commission. Any specific project to spend the funds will come back in the future for LJCPA approval.

16. Exchange Place Pipe Replacement – Action Item

Suggested replacement of a small portion of water pipe, 900 feet, on Exchange Place, just south of Prospect Place from Cave Street to Torrey Pines Road during the summer moratorium. The process will take 2 to 3 weeks. Please note that the requested portion of the work is located in a residential area. TC construction will provide a brief presentation.

17. Adjourn to next Regular Monthly Meeting, May 1st, 2014, 6:00 pm



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La Jolla Community Planning Association

Regular Meetings: 1st Thursday of the Month
La Jolla Recreation Center, 615 Prospect Street

Thursday, 6 March 2014

DRAFT MINUTES --Regular Meeting

Trustees Present: Patrick Ahern, Cynthia Bond, Helen Boyden, Tom Brady, Bob Collins, Dan Courtney, Tony Crisafi, Janie Emerson, Jim Fitzgerald, Joe LaCava, David Little, Nancy Manno, Phil Merten, Myrna Naegle, Bob Steck, Frances O'Neill Zimmerman
Trustees Absent: Gail Forbes, Ray Weiss

1. Welcome and Call To Order: Tony Crisafi-President, at 6:34 PM

2. Adopt the Agenda

Approved Motion: To approve the agenda as posted, removing items 7A and 7B as they are redundant. (Manno, LaCava: 14-0-1)

In favor: Ahern, Bond, Boyden, Brady, Collins, Courtney, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck, Zimmerman
Abstain: Crisafi (Chair)

3. Meeting Minutes Review and Approval

Approved Motion: To approve the Minutes of 6 February 2014 as corrected. (Fitzgerald, Manno: 13-0-2)

In favor: Ahern, Bond, Boyden, Brady, Collins, Courtney, Fitzgerald, LaCava, Little, Manno, Merten, Steck, Zimmerman
Abstain: Crisafi (Chair), Naegle (Absent)

4. Elected Officials Reports - Information Only

A. Council District 1 – Council President Pro Tem Sherri Lightner Rep: Erin Demorest, 619.236.7762, edemorest@sandiego.gov by written report, presented by **President Crisafi**: The City Council has voted 1) to rescind the proposed workforce housing offset fee rather than place it on the ballot; 2) to implement a medical marijuana ordinance; and 3) to close the Children's Pool during pupping season, with approval by the Coastal Commission in order to take effect. She discussed work on the Avenida de la Playa Infrastructure Project including work on the outfall structure with intensification of work schedule because of unanticipated delays, removal of palm trees, additional street closures, impending work on sewer and water lines on Avenida de la Playa west of Camino del Oro, and the Sewer and Water Group 809 work on the northern portion of El Paseo Grande. The DMND for Phase One of the Torrey Pines Corridor Project has been released with comments due by March 25, 2014.

B. 39th Senate District – State Senator Marty Block

Rep: Allison Don, 619-645-3133, Allison.don@sen.ca.gov was not present.

C. 78th Assembly District Majority Leader Toni Atkins

Rep: Toni Duran, 619-645-3090, Toni.Duran@asm.ca.gov was not present.

5. Non-Agenda Public Comment - Issues not on the agenda and within LJCPA jurisdiction, two (2) minutes or less

Member Tim Lucas, Chair of the La Jolla Shores Association, announced the LJSA election would be taking place at their regular meeting on Wednesday, March 12. There are eight seats up for election. There is contact material on the webpage: ljsa.org. Items on the agenda will include the sewer and water upgrade in the Shores.

6. Non-Agenda Items for Trustee Discussion - Issues not on the agenda and within LJCPA jurisdiction, two (2) minutes or less.

Trustee Brady announced a meeting to discuss the UTC trolley alignment plans that include a resident-contested stop at the La Jolla Village Square Shopping Center. It is scheduled for 7 PM, Thursday, March 13 at the La Jolla Village Square Community Room (adjacent to AMC Theatres, 8657 Villa La Jolla Drive.

7. A & B deleted because of redundancy – see Item 2.

8. President's Report

- A. Trustee Elections- Announced that the polls would close at 7:00 PM – Later in the meeting he announced that candidates **Bob Collins, Jim Fitzgerald (2/3), Joe La Cava (2/3), Alex Outwater, Jim Ragsdale (write-in)** and **Rob Whittemore (write-in)** had been elected to three-year terms. Write-in candidate **Bob Mapes** had been elected to the one-year term. Mr. Fitzgerald and Mr. LaCava received in excess of the 2/3rds minimum requirement.
- B. President Crisafi will be stepping down after seventeen years on the LJCPA and its subcommittees. He thanked everyone for his support. Others thanked him and his staff for their service. The audience extended a warm round of applause.
- C. Ad Hoc committee for Food Trucks – request from PDO committee –defer to next meeting when more information is available.
- D. Report from Ad Hoc committee on vacation rentals – Action item
A complaint had been received about conflicts of interest on the committee. The officers had met and discussed the complaint, noting that the committee had digressed from its original charge. President Crisafi restated the charge of the committee: to investigate vacation rental policies in other cities and propose recommendations to the City. It was understood that that was to mean short-term vacation rentals and the recommendation to the City would be made by the Trustees of the LJCPA. He proposed that the committee be reconstituted as a committee of Stakeholders and recommended the following members: **Trustees Helen Boyden, Chair; Jim Fitzgerald, and Bob Steck**, with no known conflict of interest; **Stakeholders Member Mike Costello**, representing homeowners who have had problems with short-term vacation rentals and **Member Heather Wiermann**, representing the vacation rental Industry.

La Jolla resident Jon Mangerich welcomed the change but objected to having an industry representative on the committee. **Member** and potential appointee **Heather Wiermann**, cited the good performance of the many rentals represented by industry groups. Others commenting included: **Members Sally Miller, Todd Lesser, and Mike Costello; Resident Mary Kenyon; and Trustees Little, Merten, Courtney, Ahern, Brady, Fitzgerald, Boyden and LaCava.**

Approved Motion: To ratify President Crisafi's proposal to establish a Stakeholders' Ad Hoc Committee on Short-Term Vacation Rentals that will investigate policies in other cities and propose recommendations. It will be composed of Trustees Boyden, Fitzgerald and Steck and Members Wiermann and Mike Costello. (Ahern, Brady: 12-1-2)

In favor: Ahern, Bond, Boyden, Brady, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck, Zimmerman

Opposed: Collins

Abstain: Courtney (perceived conflict), Crisafi (Chair)

Approved Motion: To send a letter to the City Attorney inquiring if the opinion issued by City Attorney Mike Aguirre in 2007 was still supported by the current San Diego Municipal Code. (LaCava, Manno: 13-0-2)

In favor: Ahern, Bond, Boyden, Brady, Collins, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck, Zimmerman

Abstain: Courtney (perceived conflict), Crisafi (Chair)

E. Ratification of **Helen Boyden** as committee member & Chair

Approved Motion: To name Trustee Boyden as Chair of the committee. (Zimmerman, Fitzgerald: 13-0-2)

In favor: Ahern, Bond, Boyden, Brady, Collins, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck, Zimmerman

Abstain: Courtney (perceived conflict), Crisafi (Chair)

- F. City Council Update- Childrens' Pool Seasonal Closure – See Item 4A above.

9. Consent Agenda — Ratify or Reconsider Committee Action

Consent Agenda allows the Trustees to ratify actions of our joint committees and boards in a single vote with no presentation or debate. The public may comment on consent items. Anyone may request that a consent item be pulled for reconsideration and full discussion. Items pulled from this Consent Agenda are automatically trailed to the next LCPA meeting.

PDO – Planned District Ordinance Committee, Chair Ione Stiegler, 2nd Mon, 4pm

DPR – Development Permit Review Committee, Chair Paul Benton, 2nd & 3rd Tues, 4pm

PRC – LJ Shores Permit Review Committee, Chair Helen Boyden, 4th Tues, 4pm

T&T – Traffic & Transportation Board, Chair Todd Lesser, 4th Thurs, 4pm

A. Marine Street Market & Spirits

PDO Motion: Findings can be made to approve the colors, as presented they conform to the Planned District & that signage appears to conform to the PDO 10-0-0

7402 La Jolla Blvd.- Replace existing sign faces reflecting new name/colors/logo, paint exterior with fresh coat (light gray), add exterior side-walk seating and flower pots.

B. Women's Elite Yoga

PDO Motion: Findings can be made that signage is approved as existing, non-conforming signage on the North face in Zone 1 that will be recovered, refaced and refurbished 9-1-0

Girard Avenue, Unit #3-Manufacture and install the following: (A) Reface two existing illuminated cabinet signs. Painted aluminum faces with acrylic push through graphics and text. (B) Replace illumination inside two existing cabinet signs with LED lighting system.

C. Scarano Residence

DPR Motion: Findings can be made for a Coastal Development Permit to allow the construction of a new 3,319 sf single family residence with detached 323 sf garage and 323 sf carport on a 6,300 sf property at 1445 Virginia Way. Findings are subject to the notations by the Applicant that the planting at the street frontage shall grow to equal the height of the adjacent wall at maturity; and subject to the reduction in the height of the fence at the south side of the property to no more than 6 feet in height from the alignment with the face of the building to a point 28 feet from the Virginia Way property line. 5-0-1

1445 Virginia Way- Coastal Development Permit (Process 2) to demolish an existing residence with detached garage and construct a new 3,319 square foot single family residence with detached 323 square foot garage and 323 square foot carport on a 6,300 square foot property. The project site is located in the RS-1-7 zone, Coastal Overlay Zone (non-appealable); Coastal Height Limitation; Coastal Parking Impact, Residential Tandem and Transit Area Overlay Zones, within the La Jolla Community Plan area.

D. Visin Duplex

DPR Motion: Findings can be made for a Coastal Development Permit to allow the partial demolition of existing structures not found to be historic and the construction of a new 3,273 square foot duplex on a 0.04 acre site at 337 Playa Del Sur. It is further recommended that all modifications to the existing historic structure will be in accordance with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures. 4-0-2

337 Playa Del Sur St- The existing structure at the front of the property is to remain, but will have minor interior and exterior modifications as approved by the Historical Resources Board on January 23, 2014. The structure in the rear of the property (341 Playa del Sur) will be demolished, and a new three-story, 1,288 sf dwelling unit over a 432 sf garage will be constructed in its place. The project proposes two deviations as follows: 1. Side setbacks of 11 1/8" (north side) and 3'-1 3/4" (south side) where 5 feet is required 2. Two off street parking space, (one per unit), where 4 are required. The total square footage of the front unit is 1,205 sf: 745 sf total on 1st floor, (698 sf existing and 47 sf new,) and 460 sf new on the 2nd floor. The proposed height of the front unit is 23'-8 1/2" and the proposed height of the back unit is 29'-10".

E. Chelsea Residence

DPR Motion: findings can be made for a Coastal Development Permit to demolish an existing 1-story, single family residence and construct a 2-story, over basement/garage, 3,234 square foot residence on a 0.12-acre lot at 5527 Chelsea Avenue. 4-1-1

5527 Chelsea Ave- SUSTAINABLE BUILDING EXPEDITE PROGRAM- CDP (Process 2) to demolish an existing 1-story, single family residence and construct a 2-story, over basement/garage, 3,234 square foot residence on a 0.12-acre lot. The project shall integrate photovoltaic panels consistent with council policy 600-27 and 900-14. The site is in the RS-1-7, Coastal (non-appealable), Coastal Height, Residential Tandem Parking, Transit Area & Parking Impact Overlay Zones (Beach Impact Area) within the La Jolla Community Plan.

***F. AT&T Cliffridge Park (Pulled by Member Tim Lucas)**

PRC Motion: Findings can be made for a conditional use permit for Project No. 325685, based on the A01 drawing dated 1-27-2014, which indicates all trenching is to be outside of the fence of the adjacent ball field. 4-3-0

8311 Cliffridge Avenue- Conditional Use Permit (CUP), for a Wireless Communication Facility (WCF) consisting of twelve (12) panel antennas mounted on a 30-foot tall faux eucalyptus tree (monoeucalyptus) with equipment located in an adjacent enclosure. The site is located in Cliffridge Park.

G. Qin Addition

PRC Motion: Findings can be made for a Coastal Development Permit and a Site Development Permit to amend CDP/LJSPD Permit No. 99-1339, based on plans presented to the committee dated 2-25-2014. 5-2-0

2604 Hidden Valley Road- PROCESS 3 - CDP and SDP to amend CDP/LJSPD Permit No. 99-1339 to remodel and add 3,124 sq. ft. to an existing 9,167 sq. ft. single family residence on a 0.70 acre lot with a FAR of 0.42 located in the Single family Residence Zone of the La Jolla Shores Planned District, Coastal Overlay (non-appealable), Coastal Height Limit, Parking Impact Overlay Zone within the La Jolla Community Plan area. *Size of lot corrected and FAR added.*

***Consent Items Pulled: Item F: AT&T pulled by Member Tim Lucas**

Approved Motion: To accept the recommendation of the PDO Committee that the findings can be made for (A) Marine Street Market & Spirits: to approve the colors, as presented they conform to the Planned District & that signage appears to conform to the PDO 10-0-0 and (B) Women's Elite Yoga: that signage is approved as existing, non-conforming signage on the North face in Zone 1 that will be recovered, refaced and refurbished 9-1-0; and to accept the recommendations of the DPR Committee that the findings can be made for Coastal Development Permits for (C) Scarano Residence: to allow the construction of a new 3,319 sf single family residence with detached 323 sf garage and 323 sf carport on a 6,300 sf property at 1445 Virginia Way. Findings are subject to the notations by the Applicant that the planting at the street frontage shall grow to equal the height of the adjacent wall at maturity; and subject to the reduction in the height of the fence at the south side of the property to no more than 6 feet in height from the alignment with the face of the building to a point 28 feet from the Virginia Way property line. 5-0-1; (D) Visin Duplex: to allow the partial demolition of existing structures not found to be historic and the construction of a new 3,273 square foot duplex on a 0.04 acre site at 337 Playa Del Sur. It is further recommended that all modifications to the existing historic structure will be in accordance with the Secretary of the Interior's Standards for Rehabilitation of Historic Structures. 4-0-2; and (E) Chelsea Residence: Permit to demolish an existing 1-story, single family residence and construct a 2-story, over basement/garage, 3,234 square foot residence on a 0.12-acre lot at 5527 Chelsea Avenue. 4-1-1; to accept the recommendations of the PRC Committee that (G) Qin: Findings can be made for a Coastal Development Permit and a Site Development Permit to amend CDP/LJSPD Permit No. 99-1339, based on plans presented to the committee dated 2-25-2014. 5-2-0; and forward the recommendations to the City. (LaCava, Courtney: 14-0-1)

In favor: Ahern, Bond, Boyden, Brady, Collins, Courtney, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck, Zimmerman

Abstain: Crisafi (Chair)

10. Reports from Other Advisory Committees - Information only

A. Coastal Access and Parking Board - Meets 1st Tues, 5pm, La Jolla Recreation Center. No report.

B. Community Planners Committee – Meets 4th Tues, 7p, 9192 Topaz Way.

11. # 820 Coast Road, Prospect Place & Ivanhoe Sewer Main Replacement

Information Only. The project began on Nov 7, 2013 and will continue thru March 2015. **Melissa Cabral** of Vic Salazar Communications and a representative from the city of San Diego will provide a brief presentation. See attached map.

Presented by Vic Salazar of Vic Salazar Communications and Ms. Cabral, City Engineer Brian Wilson not being available. Mr. Salazar outlined the progress of this project, also stating that other street work including some by SDG&E was also going on and had no connection to this work. They need to finish by the summer moratorium and so were working extra hours to make up for lost days. Some of the trenches will be 27" feet deep. The City is considering the next area to be approved for this work, possibly Prospect Place, but is concerned with the effect on businesses located there. Another project is underway in the Shores. **Member Sally Miller** asked that the work not conflict with events at Scripps Park, such as the Concours (See #12.) **Member Rob Whittemore** complimented the workers on El Paseo Grande for their cooperation with the neighbors. **Member Tim Lucas** felt archaeology concerns need to be addressed. **Member Don Schmidt** and **Trustees Bond, Courtney, and Little** also commented.

12. La Jolla Concours Street Closures – full review (Pulled by Trustee Courtney)

Street closure April 13th 2014

T&T Feb 2014 Action: Motion to approve 8-0

Applicant not present. **T & T Chair Todd Lesser** stated that usually T&T would approve projects if they had been done without complaints a number of times and the event had not changed. Trustees and members commented that although some of the proceeds were benefiting the LJ Historical Society, some were going to a for-profit organization and the disposition of the funds was not known. **Trustee LaCava** stated that LJCPA was only considering the Street Closures and **Trustee Ahern** confirmed that the project itself had been approved by La Jolla Parks and Beaches. Others commenting included: **Trustees Bond, Courtney, Brady, and Zimmerman**.

Approved Motion: To approve the Street Closures for the weekend of April 13, 2014. (Ahern, Fitzgerald 9-5-1)

In favor: Ahern, Bond, Boyden, Brady, Fitzgerald, LaCava, Manno, Merten, Steck,

Opposed: Collins, Courtney, Little, Naegle, Zimmerman

Abstain: Crisafi (Chair)

13. Remove Commercial Loading – full review (Pulled by Vice President LaCava)

7414 Marine (near corner of Herschel & Marine)

T&T Feb 2014 Action: Motion to approve 7-0

Applicant or Complainant (fronting property owner) not present. **T&T Chair Todd Lesser** stated the request came from the LJ Elementary Principal who felt the school needed additional parking. Lesser had spoken with the fronting property owner and deemed his objections to be without merit. **Trustee LaCava** stated that the item was initially improperly noticed on the T&T agenda as the exact street address had not been given (It is correct above) and, without the applicant and the property owner present for this hearing, the opportunity for public dialogue and possible accommodations is not possible. **Trustees Brady and Courtney commented.**

Approved Motion: To continue Agenda Item 13: "Remove Commercial Loading Zone at 7414 Marine Street until applicant and affected property owner can be present (LaCava, Courtney: 13-1-1)

In favor: Ahern, Bond, Boyden, Brady, Collins, Courtney, Fitzgerald, LaCava, Little, Manno, Merten, Naegle, Steck

Opposed: Zimmerman

Abstain: Crisafi (Chair)

14. Rosemont Homes CDP- full review at request of applicant

251 Rosemont St- SUSTAINABLE BUILDING EXPEDITE PROGRAM - CDP (Process 2) to demolish an existing single family residence on three lots and construct two, 2-story, detached single family dwelling units with roof decks on two lots. Each residence will be 1,877 sq. ft. on .05-acre lots. The project incorporates a roof-mounted photovoltaic system consisting of solar panels sufficient to generate at least 50 percent of the project's projected energy consumption. The project site is in the RM-1-1 zone, Coastal Overlay Zone (Non-Appealable Area 2), Coastal Height Limitation Overlay Zone, Parking Impact Overlay Zone, Residential Tandem Parking Overlay Zone, and Transit Area Overlay Zone within the La Jolla Community Plan.

DPR Motion Feb 2014: Findings can NOT be made for a Coastal Development Permit to demolish an existing single family residence on three lots and construct two, 2-story detached single family dwelling units with roof decks on two

lots located at 251 Rosemont St. The reason is that the project could create three developable lots that would create a density exceeding the La Jolla Community Plan. 5-0-1

Applicant: Brian Yamagata

Presented by **Matt Peterson, Land Use Attorney**, representing the applicant. He distributed a letter from City DPM Jeffrey Peterson saying that 11.6du/ac over the three lots was an accurate density calculation for the project. If the vacant lot was to be developed in the future, the CDP would need to be amended and then that project would be evaluated for adherence to the density in the LJ Community Plan.

Trustee LaCava disagreed with the line of argument in the DPM's letter; however, he offered an alternative analysis that was supportive of the project's density. Discussion followed that the lots are neither sub-standard nor illegal but are considered "previously conforming" (2500 sf where 3000 sf is now the standard.) Using the LJCP zoning of 9 to 15 dwelling units per acre, would result in 2.58 units being allowed and the City rounds up to three. Others felt that the owner-partners might sell or develop the middle vacant lot in the future.

Members Julia Blake and Melinda Merryweather commented. **Member** and **DPR Chairman Paul Benton** said the 3rd lot could be sold and developed, but the committee had no other issues with the project. **Trustees Merten, Fitzgerald, Ahern, Manno and Boyden** commented.

Approved Motion: That the findings can be made for a Coastal Development Permit (LaCava, Collins: 9-4-1)

In favor: Ahern, Brady, Collins, Courtney, Fitzgerald, LaCava, Manno, Merten, Naegle, Steck

Opposed: Bond, Boyden, Little, Zimmerman

Abstain: Crisafi (Chair)

15. VILLA L-K CDP –Full review at request of applicant

1228 Park Row- ****SUSTAINABLE BUILDING EXPEDITE PROGRAM **** CDP (Process 2) to demolish an existing residence and construct a 4,885 sq. ft. single family residence and detached guest quarters on a 9,425 sq. ft. site. The property is located at 1228 Park Row in the RS-1-7 zone of the La Jolla Community Plan area, Coastal Overlay (non-app 2), Coastal Height Limit, Parking Impact, Residential Tandem Parking, and Transit Area Overlay Zones.

DPR motion 2/18/14: findings can NOT be made for a Coastal Development Permit to demolish an existing residence and construct a 4,885 sf single family residence and detached guest quarters on a 9,425 sf site. The property is located at 1228 Park Row. Sufficient neighborhood information is not provided as requested in items a, b and c above (from 12/10/2013). 3-2-1

Applicant: Patrick McInerney

DPR Chairman Paul Benton called attention to items a, b, & c referred to in the DPR motion above.

a. Provide street views of the proposed residence at both street frontages, showing the proposed residence in relation to its neighboring houses.

b. Provide longitudinal site sections through the property, extending across both Park Row and Silverado, showing the relation to the houses across the street.

c. Provide a survey of neighborhood character for a distance of at least 5 homes on both streets, including the relative height, number of stories, developed floor area, and setbacks.

Mr. McInerney presented the information requested. He stated that this was a tomahawk lot with its main frontage on Silverado. The lot wraps around the corner house. They wish to provide continuity of the streetscape on Silverado and will remove the hedge and add approved street trees. The project is on a sloping lot and will consist of three detached volumes: 2800 sf residence; 500 sf garage and 1275 sf guest house which will not have any kitchen facilities. The maximum height will be about 24'. The parking area for the guest house will be a carport under the building accessed by an existing curb cut and driveway. **DPR Chairman Paul Benton** said the project was well-received by the DPR Committee. Commenting were: **Members Don Schmidt and Michael Morton** and **Trustees Fitzgerald, Little, and LaCava**.

Approved Motion: The findings can be made for a Coastal Development Permit (Courtney, Naegle: 11-4-1)

In favor: Ahern, Boyden, Brady, Courtney, Fitzgerald, LaCava, Manno, Merten, Naegle, Steck, Zimmerman

Opposed: Bond, Collins, Emerson, Little

Abstain: Crisafi (Chair)

16. Council Policy 600-24 Update – Action Item

Consideration of updates to the policy which establishes minimum operating procedures governing the conduct of planning groups when they operate in their officially recognized capacity.

See Marked up Draft:

<http://www.sandiego.gov/planning/community/pdf/cpc/agendas/attachments/600242.pdf> Legend:

Black: Original Text, **Red** & **Blue**: Updates approved by CPC Nov 2013, **Red**/**Yellow**: Post CAO review, not yet reviewed by CPC.

Clean Draft: <http://www.sandiego.gov/planning/community/pdf/cpc/agendas/attachments/600241.pdf>

Trustee LaCava who is chair of the Community Planners Committee, called attention to the items in the Marked up Draft that he felt were the most significant changes. Some now require or suggest procedures that the LJCPA already follows. **Trustee Zimmerman** had questions about Section III, No. 1 dealing with appointed trustees. She was advised that LJCPA bylaws did not provide for appointed trustees and the language would not allow the City Council to appoint trustees. **Member Whittemore** suggested minor corrections to the title of Article I; spelling out CIP in Section 1 (p. 5) and others on pp. 6, 11 and 21. He objected to the inclusion of “however, to be recognized by the City as the official voice of their community, groups must adhere to Council Policy 600-24 as well as their City-approved bylaws” on page 1, paragraph 3.” He is of the opinion that since LJCPA is a California Corporation, it is an independent body, this sentence undermines the LJCPA’s authority. Additionally, 600-24 is mentioned in many other places. **Trustee LaCava** stated that one of the reasons the City will require this sentence and that the LJCPA should want this sentence is to assure indemnification for Trustee members and others serving on subcommittees. **Member Bob Whitney** feels that Policy 600-24 should stand alone and not be supplemented by the Administrative Guidelines which in some cases contradict Policy 600-24.

Failed Motion: To Table the motion stated next. (Emerson, Boyden: 6-6-1) [2/3 needed]

In favor: Bond, Boyden, Courtney, Emerson, Steck, Zimmerman

Opposed: Ahern, Brady, Fitzgerald, LaCava, Manno, Merten

Abstain: Crisafi (Chair)

Failed Motion: To recommend striking the phrase found in red and highlighted in yellow in the third paragraph of the 1st page of the above draft of 600-24 Update, namely:

“however, to be recognized by the City as the official voice of their community, groups must adhere to Council Policy 600-24 as well as their City-approved bylaws”. **(Manno, Brady 5-6-2)**

In favor: Bond, Brady, Courtney, Manno, Merten

Opposed: Ahern, Boyden, Fitzgerald, LaCava, Steck, Zimmerman

Abstain: Crisafi (Chair), Emerson

Approved Motion: To approve the Marked up Draft of 600-24 as presented (Fitzgerald, Zimmerman: 8-4-1)

In favor: Ahern, Boyden, Fitzgerald, LaCava, Manno, Merten, Steck, Zimmerman

Opposed: Bond, Brady, Courtney, Emerson

Abstain: Crisafi (Chair)

16. Adjourn at 9:44 PM to next Regular Monthly Meeting, Thursday, April 3, 2014



PO Box 889, La Jolla, CA 92038

<http://www.LaJollaCPA.org>

Voicemail: 858.456.7900

info@LaJollaCPA.org

President: Tony Crisafi
Vice President: Joe LaCava
2nd Vice President: Patrick Ahern
Treasurer: Jim Fitzgerald
Secretary: Helen Boyden

La Jolla Community Planning Association

Regular Meetings: 1st Thursday of the Month
La Jolla Recreation Center, 615 Prospect Street

Thursday, 6 March 2014

DRAFT MINUTES – ANNUAL MEETING

- 1. Welcome and Call To Order: Tony Crisafi**, President, at 6:09 PM
- 2. Verify Quorum** (Need 20% of total Membership required)
35 members present out of total 136 membership; quorum present
- 3. Adopt the Agenda**

Approved Motion: Motion to adopt the Agenda adding an item (5.9) to discuss the LJCPA Bylaws (M. Costello, O. Costello: 19-16-2)

- 4. Non-Agenda Public Comment** - Issues not on the agenda and within LJCPA jurisdiction, two (2) minutes or less.

Member Tim Lucas said he would prefer that the bylaws be changed to reflect that when there are partial terms to be filled they be filled with persons who are only eligible for one or two years instead of with the candidates who got the lowest number of votes.

Trustee Boyden said her reading of 600-24 was that those termed out and were elected with a 2/3 vote would be elected to full three year terms. **Member Bob Whitney** disagreed.

Trustee Zimmerman stated that there was complete blockage of the sidewalk on Girard at the edge of the new construction at the corner of Wall and in front of the now-closed cupcake store and hoped that one of the subcommittees would investigate.

5. Officer's Reports

A. Treasurer

Trustee Fitzgerald reported that the beginning balance on February 1 was \$75.80. Receipts in February from donations were \$252.20 and CD sales, \$5.00 for a total of \$257.20. Expenses including agenda printing, website/domain name renewal, California Statement of Information filing, and telephone expenses were \$327.73 for an ending balance on February 28, 2014 of \$5.27. He stated that he had enjoyed serving as treasurer. Many others thanked him for his service.

Trustee Fitzgerald commented on the special generosity of the Membership and Trustees and reminded Trustees, Members and guests that LJCPA is a non-profit organization and must rely solely on the generosity of the community and the Trustees. He stressed the need for continued donations to support the expenses of the organizations. All donations are in cash to preserve anonymity.

B. Secretary

Trustee Boyden stated that if you want your attendance recorded today, you should sign in at the back of the room. There are two sign-in lists: one for LJCPA members and a yellow one for guests. LJCPA is a membership organization open to La Jolla residents, property owners and local business owners at least 18 years of age. Eligible visitors wishing to join the LJCPA need to submit an application, copies of which are available at the sign-in table or

on-line at the LJCPA website: www.lajollacpa.org/. We encourage you to join so that you can vote in the Trustee elections and at the Annual Meeting in March.

You are entitled to attend without signing in, but only by providing proof of attendance can you maintain membership or become eligible for election as a trustee. You can become a Member after attending one meeting and must maintain your membership by attending one meeting per year. To qualify as a candidate in an election to become a Trustee, a Member must have documented attendance at three LJCPA meetings in the preceding 12-month period.

If you want to have your attendance recorded without signing in at the back, then hand to the Secretary before the end of the meeting a piece of paper with your printed full name, signature and a statement that you want your attendance recorded.

Please note that members who failed to attend a meeting between March of 2013 and February 2014 (and similar for all time periods) have let their membership lapse and will need to submit another application to be reinstated.

It was noted that today was the first day for members to retain eligibility to vote in next year's March election or for guests to qualify as members in 2014-2015.

5.9 Bylaws Discussion

Member Mike Costello stated that, in his opinion, in the past there had been several instances of the bylaws not having been followed correctly. He asked that we either follow the bylaws as adopted and approved by the City or consider new bylaws.

Member Rob Whittemore stated that the previous revision of 600-24 focused on adherence to the Brown Act; the individual communities advising the City Council adopt bylaws to reflect their individual needs. We need to be sure to follow our bylaws so that our advice will be recognized by the City.

6. Adjourn to Regular Monthly Meeting, at 6:34 PM.

LA JOLLA DEVELOPMENT PERMIT REVIEW COMMITTEE
LA JOLLA COMMUNITY PLANNING ASSOCIATION

COMMITTEE REPORT
For
MARCH 2014

March 11, 2014 Present: Meeting cancelled for want of a quorum (5 required for a quorum).
Attending: Benton (Chair), Leira, Mapes, Welsh
Chair informed all present that all matters are continued to March 18 and excused all at 4:45 pm.

March 18, 2014 Present: Benton (Chair), Collins, Costello, Kane, Mapes, Welsh

1. NON-AGENDA PUBLIC COMMENT 03/18/2014

Issues not on agenda and within LJ DPR jurisdiction.

- a) *Paul Benton reported on the March 6 CPA review of two projects:*
 - i. *The project at 251 Rosemont Street (Rosemont Homes) project was considered. Paul Benton presented the position of the DPR, which was that an increase in density would be created. The CPA voted to recommend approval of the project.*
 - ii. *The project at 1228 Park Row (Villa K-L) was considered in a de novo presentation. The Architect presented new exhibits, including an additional section across Park Row and an assembled street view. Other aspects of the project were also reviewed and considered. The CPA voted to recommend approval of the project.*

2. FINAL REVIEW 03/18/2014 (PREVIOUSLY REVIEWED 08/20/2013)

Project Name:	ESLAMIAN RESIDENCE CDP	Permits:	CDP
	7350-7354 Fay Ave.	DPM:	Paul Godwin, (619) 446-5190
Project #:	PO# 297495		pgodwin@sandiego.gov
Zone:	RM-1-1	Applicant:	Sharok Eslamian, (858) 449-0501

Scope of Work:

(Process 2) Property is developed with three dwelling units (one unit at the front facing Fay Ave and two units at the rear next to the alley). Project would demolish both units at rear of the property (7350 & 7352) and build one, 3-story unit. The single-family residence at 7354 Fay Avenue would remain. The project would also legalize the unpermitted addition at the rear of the unit which is currently an open Code Enforcement Case No. 202689, in the RM-1-1, Non-Appealable Zone 2, Coastal Height Limit Overlay Zone, Parking Impact Overlay Zone-Coastal impact, Residential Tandem Parking Overlay Zone, Transit Area Overlay Zone, Geologic Hazard Zone 52.

APPLICANT PRESENTATION 03/18/14: (Sharok Eslamian)

The proposed project was presented, reviewing the rear unit, the parking configuration, landscape plan, and building massing with 3 stories at the alley structure and the 1-story building remaining at the street front. It was noted that the Applicant presented a driveway to remain at Fay Avenue. The Applicant presented photographs of the buildings on the site and the adjacent buildings.

DISCUSSION 03/18/14:

A discussion of the design focused on various aspects of the landscape plan and the appearance of the proposed building. The landscape plan is colored and indicates a driveway to remain: the Applicant noted that the driveway will be closed. The impermeable areas were reviewed and discussed. The appearance of the proposed building was discussed, as were the placement of the balconies and the various window and door elements.

Please provide for FINAL REVIEW:

- a) Further study of the exterior elevations of the proposed building to provide for a more varied and interesting design.
- b) On the Landscape Plan, clearly indicate the closure of the driveway to Fay, the designation of impermeable areas, and other paved areas.
- c) Coordination of the chimney, door, and window elements between the floor plans and the elevations.
- d) Coordination of the drawings with accurate dimensional information. This note applies to all plans, elevations, and sections.
- e) An overall design and elevation drawings that show conformance to the established pattern of development, scale, and detailing of the community and this neighborhood.

3. PRELIMINARY REVIEW 03/18/14

Project Name:	HERSCHEL RESIDENCES CDP/MW		
	7452 Herschel Ave.	Permits:	CDP, MW
Project #:	343612	DPM:	Glen Gargas, (619) 446-5142
Zone:	RM-3-7		ggargas@sandiego.gov
		Applicant:	Daniel Linn, 858-459-8108

Scope of Work:

Coastal Development Permit and Tentative Map (originally submitted as a Map Waiver) (Process 3) to demolish an existing residence and construct a two-unit, three-story condominium building on a 3,200 square foot property. The project site is located at 7452 Herschel Ave. in the RM-3-7 Zone, Coastal Overlay (non-appealable), Coastal Height Limitation, Parking Impact, Residential Tandem Parking, and Transit Area Overlay Zones, within the La Jolla Community Plan area.

APPLICANT PRESENTATION 03/18/14: (Daniel Linn and Joe La Cava)

The proposed project was presented, reviewing the site planning, the parking configuration, landscape plan, and building massing with 2 stories over a basement garage. The materials were reviewed: metal roof and stucco. The building height was compared to the neighborhood pattern with an exhibit showing both sides of the street.

DISCUSSION 03/18/14

A discussion of the design focused on various aspects of the landscape plan, the site plan, exterior decks, setbacks, and the materials. The street trees were discussed: Jacaranda, Tipuana Tipu, and Flame Tree.

Please provide for FINAL REVIEW:

- a) Provide a materials sample board with examples of the wood siding, standing seam metal roofing and the stucco.
- b) Provide an elevation study showing the window placement at the three interior elevations of the lot in relation to the neighboring buildings.
- c) Consider alternatives for treatment of the driveway.

AD HOC STAKEHOLDERS COMMITTEE ON SHORT-TERM VACATION RENTALS
LA JOLLA COMMUNITY PLANNING ASSOCIATION
WEDNESDAY, MARCH 26, 2014
LA JOLLA RECREATION CENTER, 615 PROSPECT ST. 5PM

DRAFT MINUTES-Regular Meeting

Members Present: Helen Boyden, Chair, Jim Fitzgerald, Bob Steck, Mike Costello, Heather Weiermann

- 1. Welcome and call to Order:** Helen Boyden called the meeting to order at 5:00 PM. She noted that the composition of the committee had changed, and that the LJCPA had clarified that the Committee objective is to investigate what other communities have done to address the short-term vacation rental issue and to make a recommendation to the CPA.
- 2. Adopt the agenda** (Fitzgerald/Steck: 5-0)
- 3. Meeting Minutes** as corrected (Fitzgerald/Weiermann: 5-0)
- 4. Public Comment**

Ozstar De Jourday announced that he is very much in favor of short-term rentals. Ms. Boyden replied that this matter is on the agenda, and that he should wait until the appropriate time to make this comment.

5. Chair Report

Ms. Boyden informed the attendees that the committee has had three prior meetings at which many complaints were heard regarding short-term rentals and the CAPP program was explained. There are approximately 450 short-term rentals in La Jolla with no current restrictions on them. The LJCPA President recently sent a letter asking for clarification on this issue to the City, but he has not yet received a formal response. However, Mr. Chris Larson, a senior planner, in an email dated 3/25 confirmed that lack of regulation and wrote "we treat the use of a home the same no matter how long an individual home is occupied."

6. Presentation by the San Diego Vacation Rental Managers Alliance

Jonah Mechanic, Paul Becker, and Michelle Aarons made a presentation titled "The Future of Short Term Rentals." They claim that there are only about four "party houses" in La Jolla and made the following recommendations: a new permitting process which will raise an estimated \$200,000, a 3-night minimum stay, education for occupants, posting the property with applicable regulations and increased accountability and enforcement. They claim that the 26-night minimum stay imposed in Coronado has not been effective.

Mike Costello asked what would prevent someone from renting for three days, then simply leaving after one. Michelle Aarons replied that the credit card information will have already been provided, and the person would be charged for 3 days.

Mike then asked what the cost of a current business license is, and someone responded that a I license in San Diego costs \$55.

Jim Fitzgerald asked about the situation where the homeowner was not a client of the association. Michelle responded that the TOT number of the owner should be prominently displayed on all advertisements, so that it will be very easy to identify the owner.

Larry Hogan asked the group how they arrived at the number of four party houses. Mr. Mechanic responded that this is based upon the information provided at our previous meetings.

Karen Heyman said that the group is assuming that tourism revenue would be lost if vacation rentals were eliminated, but that the tourists could simply stay in a local hotel. Mr. Mechanic replied that the clientele for these two markets is actually quite different, and that the tourists who prefer to stay in a home would most likely go to another area.

Mar Hutchin asked what the minimum age is for renters, and the response was 25.

Brent Westfall mentioned that one of the issues is that our previous mayor did not allocate enough money to tourism.

Jon Mangerich commented that this presentation describing the situation was “too good to be true” and that the problem was significantly greater than only four party homes. He said that the current situation is “insidious and harmful” and involves a much larger number of homes than four.

7. Presentation by Jon Mangerich, Acting Chair, 30 Day Club

Mr. Mangerich explained that what we need is a truly permanent solution to this issue which is not proposed fees, light regulations, permits, or licenses, but rather a minimum 30-day stay. Based upon his group’s research, the community of Coronado resolved its short-term rental issue with the imposition of a 26-day minimum stay, and it has worked very effectively.

Ms. Boyden brought up the issue that Encinitas attempted to impose a similar 30-day minimum stay, but was not allowed to do so by the Coastal Commission

Jim Fitzgerald asked why a longer minimum stay would help resolve the issue, and the response was that it decreases the “intensity of the use”.

Lorraine Neff mentioned that she currently is negatively impacted by “parties in houses” on both sides of her.

Brent Westfall replied that we “sell this as a resort town” and that homeowners should have the freedom to do whatever they want with their homes.

Leif Leloup added that he has spoken with an assistant Coronado city planner regarding the situation there and that they aggressively pursue those residents who do not comply with the minimum stay requirement.

Eli Shaprut said that residents are not allowed to operate a business from their residences. Ms. Boyden replied that there are regulations under which certain types of business can operate, but that is not the issue that the committee is addressing.

Mike Costello informed the group that San Diego Municipal Code 131.0422 regulated visitor accommodations. Some time in the past the SDMC had different definitions for Visitor Accommodations and Board and Lodger accommodations with respect to residential zones. He added that the cost to the residents is much greater than the benefit to the industry, and that the situation must be changed.

Ms. Boyden summarized the meeting by saying that we clearly have three separate points of view: the San Diego Vacation Rental Managers Alliance who would like a 3-day minimum stay, the 30 Day Club which is proposing a 30-day minimum stay, and Mike Costello who is proposing a change in the SD Municipal Code interpretation

Ms. Boyden concluded the meeting by saying that the letters received by the committee would be compiled, provided to committee members and that, if possible, meeting minutes would be posted on the CPA website. The next meeting will take place from 5:00 PM to 6:30 PM on April 23. Possible solutions will be evaluated at that time and attendees are encouraged to submit additional solutions in advance of that meeting.

La Jolla Traffic and Transportation Board: Minutes of Meeting, March 27th, 2014

Attendance: Todd Lesser LJSA, Michelle Fulks BRCC, Tom Brady LJVMA, John Kassar LJSA, Joe Matibag LJVMA, Earl Van Inwegen LJTC

Absent: Patrick Ryan BRCC, Corey Bailey LJVMA, David Little LJCPA,

Voting Agenda Items

**1. So Fine on Kline–So Fine on Kline Festival
September 20th, 2014. Street Closure- Voting item**

Motion: Approve street closure Friday at 7pm to Saturday at 8pm. –Tom Brady –
Second– John Kassar Approved 6 – 0

**2. La Jolla Half Marathon on Sunday April 27th 2014. –
The La Jolla Half Marathon April, 27th 2014. Street
Closure– Voting item**

Motion: Approve – Michele Fulks Second – John Kassar Approve 6 - 0

**3. RequestforValetParkingat7863-7877GirardAve–La
Plaza La Jolla is requesting valet parking in front of
their building – Voting item.**

Approve –Tom Brady – Second– Earl Van Inwegen Approved 5-1 (Michele Fulks
voted against)

Motion: 4 white loading zones. 11am – 2am 7 days a week.

The rest of the voting items on the agenda were tabled.

Objective

The entire sum of funds presently held by the City of San Diego for La Jolla coastal access and parking should be freed of restrictions so as to be spent on any projects compatible with the actions itemized in the La Jolla Coastal Access and Parking Plan of 1993. That is, 50% should no longer be earmarked for “a remote parking reservoir and shuttle system” for La Jolla commuters. Whereas the idea once might have made sense, such a scheme no longer appears feasible.

The Coastal Access and Parking Board requests that the City review the arguments following and support this position. Furthermore, it is requested that the City forward this proposal to the Coastal Commission with the goal of revising the present Memorandum of Understanding of 2002.

Favored projects on which funds should now be spent are:

1. Continue the present an employee discounted Parking Pass Program for local businesses.
2. Install a smartphone-based parking status system to show the number and location of parking space vacancies. Distribute and post on-line brochures and maps as walking aids.
3. Plan and implement a uniform central valet parking system (but not subsidizing valet parking).
4. Fund startup of a self-sustaining village shuttle that circulates between parking lots and garages and various destinations.
5. Buy San Diego Police Department a high-tech parking monitoring system to enforce existing time limits.

The above is being presented to the La Jolla community groups for review and approval.

The La Jolla Community Planning Association Trustees are requested to endorse the above, which will allow the proposal to go through to the City and to the Coastal Commission. Any specific project to spend the funds will come back in the future for LJCPA approval.

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The Problem

Summary

When it was established in 1984, 50% of the La Jolla Parking and Transportation Fund was set aside for “a remote parking reservoir and shuttle system” for La Jolla commuters. Time has changed the needs and realities of coastal access for the community’s visitors and residents. The restricted funds should be re-designated for general use compatible with the intent of the La Jolla Coastal Access and Parking Plan of 1993.

There are two justifications for re-designating the 50% of the La Jolla Parking and Transportation Fund. The first is that the concept of “a remote parking reservoir and shuttle system” for La Jolla is not a viable proposition. Secondly, several alternative projects have been evaluated in concept to address the overall goals of the Coastal Access and Parking Plan and the La Jolla Community Plan and Local Coastal Program.

This report presents first the details of the present status and some history and then gives details of alternatives that meet the goals of the Plan.

La Jolla Coastal Access and Parking Plan

The "draft" statement dated April 22, 1993 and the memo dated April 26, 1993, both written by the Transportation and Land Use Committee consultant, approved by the San Diego City Council under Resolution R-282102 and thereafter approved by the California Coastal Commission on August 13, 1993, define the La Jolla Coastal Access and Parking Plan. The Plan remains unmodified.

The Coastal Access and Parking Board

The Coastal Access and Parking Board is made-up of nine members, three each appointed by the La Jolla Community Planning Association, La Jolla Town Council and La Jolla Village Merchants Association. It has been in operation since 1995. The Board meets the 1st Tuesday of the month, 5:00PM, La Jolla Recreation Center.

Background

In the Late 1970s, La Jolla was still a regional business center with fully-staffed banks, brokerages mortgage companies, lawyers' offices and, of course, real estate offices. University Town Center had just opened, along with the Interstate 805, and most of the buildings of what is now the "Golden Triangle" (officially north University City) were yet to materialize. In 1972 by voter initiative, the state Coastal Commission was established. Initially the Coastal Commission was the authority for development permits in La Jolla, whereas today the Commission is involved only as recourse for appeals of certain projects.

At the time, it was assumed La Jolla would continue to grow as it had in the past with continued demand for office space that would be filled mainly by commuters. Instead, unlike what the community and planners envisioned, that demand has since moved uphill to the high-rises of the "Golden Triangle". Anticipating the impact of inadequate parking that would come with growth, the Coastal Commission required developers of office space in La Jolla to contribute funds into a La Jolla Parking and Transportation Fund, and this continued into the 1980s. In 1993 a La Jolla Coastal Access and Parking Plan was prepared to determine expenditure of the Fund. The La Jolla Coastal Access and Parking Board was also established at that time. The money in the Fund was transferred in 2002 from the Coastal Commission to the City of San Diego, where it resides today.

Parking Pass Program

One half of the original balance of the Fund has since 2004 been subsidizing an employee discounted Parking Pass Program for local businesses. This Program continues to be administered by the La Jolla Coastal Access and Parking Board through agreements with operators of underground parking in several La Jolla buildings.

Remote Park-and-Ride Facility with Bus Shuttle

The other 50% of the money was originally set aside and is reserved for "a remote parking reservoir and shuttle system" for La Jolla commuters.

Such a remote parking shuttle in fact had been a feature of the La Jolla Community Plan of 1974 and was considered at the time to be the solution to the village congestion problems. Its history can be traced to 1973 discussions between the community planning organization and the City planning department. Realize that in those days there were still large sections of open land in the north University City (the “Golden Triangle”), including City-owned parcels. As a start, the Plan laid-out a shuttle with a parking lot in the Bird Rock area at Colima Street (which has since been utilized for the traffic circle there). The 1993 Plan says:

A multi-passenger (shuttle) vehicle transportation program will be instituted to link the Central La Jolla area with a remote parking area at the south entrance to the community utilizing a City owned property for remote parking. The parking area presently accommodates 20 parking spaces, additional spaces could be added, for a total of 35 to 40 spaces. A small twenty seat bus is proposed running at a ten-minute headways. This program will be devised based on a detailed study of route, stops, handicapped accessibility, and performance to establish base line standards for ridership and successful operation. Once the program is established and operating successfully, an additional route will be established, linking to the north of the Community.

1996 MTDB Shuttle Study

Specifically called for in the 1993 La Jolla Coastal Access and Parking Plan, a La Jolla Shuttle Study was done in 1996 by the San Diego Metropolitan Transit Development Board (MTDB). They reported that implementation was not recommended “based on high operating costs for service of questionable value”, pointing out that what the Plan proposed – linking the north and south ends of the community – could be accomplished by the then existing Route #34 (now Route #30) bus.

2002 Wilbur Smith Parking Study

In 2000-02 an in-depth study of parking in La Jolla was conducted by the firm of Wilbur Smith Associates. The report is “Visitor Oriented Parking Facility Study of the La Jolla Community” in 2 parts, dated May 2002. The report addresses the option of shuttle service from peripheral parking facilities, and it discusses conditions under which such service might be successful, none of which apply to La Jolla. The report also documents the

ultimately unsuccessful park and shuttle service in the Pacific Beach community operated in the summers between 1983 and 1993. It concludes that shuttle service from peripheral parking is “not recommended as a management strategy to resolve the parking deficiency in La Jolla”.

2003 Mid-Coast Strategic Transportation Study

In 2002-03 MTDB convened a study group and hired a traffic engineering consultancy to review the local transit needs of the “Mid-Coast”, including La Jolla in the study area. The resulting study brought about the Super Loop in 2012. Super Loop is a set of circulating shuttles in north University City serving the mostly multi-family residential, office and commercial areas along with hospitals and the UCSD campus. New San Diego Metropolitan Transit System (MTS) bus Routes #201, #202 and #204 compliment a separately-funded UCSD shuttle system. Additional features of the Super Loop are unique stations with seating, lighting and ‘next bus’ electronic signage.

The MTDB staff considered but rejected inclusion of La Jolla within the focus of the study. This was because the professional staff did not see a need for such intensified service extending into La Jolla and they looked at the MTS Route #30 bus as adequate for regional connection, and so Super Loop does not serve La Jolla.

Indeed the Super Loop of 2014 resembles what appears to be the intent of the 1970s’ shuttle concept for a La Jolla, except that it has been transposed to the new regional employment and commercial center of north University City.

2004 La Jolla Community Plan and Coastal

Among the recommendations on Transit of the Transportation Systems section of the Community Plan and Local Coastal Program Land Use Plan of 2004, the remote parking and shuttle concept can still be found, but it is a recommendation that it be evaluated. More than one study has been done with no resulting support for the concept, as detailed in the preceding sections. Thus, that recommendation in the Community Plan and Local Coastal Program can be “checked-off”.

Another recommendation in the same section of the Community Plan and Local Coastal Program is to “Encourage shuttle service through La Jolla to the beach and recreational areas in order to help relieve traffic congestion in the village and public recreational areas.” Present Alternative #4, Village Circulating Shuttle, detailed below, proposes to do that, supplementing the MTS bus service which connects La Jolla to some beach and recreational areas.

Some other parts of the Community Plan and Local Coastal Program are out of date, but specifically under Parking in the same section is the recommendation to “Implement a comprehensive coastal access parking plan for the village area that will relieve the impacts of office parking in residential areas, encourage the retention of all on-street parking, and encourage use of existing parking structures and surface lots within the commercial area.” Present Alternatives #1, #2, #3 and #5 fall under this recommendation.

2005 MTS Comprehensive Operational Analysis

In 2005 MTS conducted a Comprehensive Operational Analysis that included a review of service and bus patronage in La Jolla. The MTS bus service in La Jolla connects the community to Pacific Beach in the South and north University City to the northeast along an essentially linear routing. MTS busses can be considered a shuttle system for commuters who might park outside the central area of La Jolla and ride to and from the center (as said in the conclusion of the 1996 MTDB report). The routing also serves to connect the beaches and visitor serving business areas, enhancing coastal access.

The result was elimination of the Route #30 express bus and some modification to the Route #34 local, including reassigning the Route #30's number to the Route #34 and eliminating about half the bus stops in La Jolla. The end result was a reduction in frequency of bus service from La Jolla south to Pacific Beach and on to Downtown San Diego of from every 8 minutes to every 15 minutes.

This episode enforces the position of professional planners that enhanced transit service is not a feasible solution to La Jolla coastal access.

Remote Parking Reservoir Locations

2012 Open Space Dedication

Through the action of a special State legislative bill, the City of San Diego was able to dedicate as open space a large inventory of City-owned land, which it did in 2012. Several acres of land located along Nobel Drive near Interstate 805 were dedicated and transferred to the Rose Canyon Open Space Park. (Included in these was the site for which a Coaster stop had been designed.) These were essentially the last pieces of City-owned land that could have been used for a remote parking reservoir, being relatively convenient for auto commuters to reach and shuttles to/from La Jolla to serve.

Future Trolley Stations

The planned Mid-Coast Light Rail (Trolley) Line extension to north University City includes several parking structures at trolley stops, many just off Interstate 5. There are also plans (or at least a recommendation in the La Jolla Community Plan) to connect these stations with frequent, convenient feeder service to La Jolla. In principle commuters could park in these structures and instead of taking the trolley they could take one of the feeder buses to/from La Jolla.

Feasibility

The La Jolla Coastal Access and Parking Board is of the opinion that the concept of “a remote parking reservoir” is no longer feasible for La Jolla. Supporting this position are these public studies:

- 1993 Plan – reservoir location no longer available, not good anyhow
- 1996 MTDB Study – shuttle of questionable value
- 2002 Wilbur Smith Study – shuttle service not recommended
- 2003 Mid-Coast Study – La Jolla out of focus on area of need
- 2004 La Jolla Community Plan – called for study; done in 1996, 2003

- 2005 MTS Analysis – service cut rather than enhance with shuttles
- 2012 Open Space Dedication – forecloses remote parking locations
- Mid-Coast Trolley – parking structures can fulfill remote parking goal

The Board wants to see that 50% of the Fund put to use in some other manner for the benefit of the community and for the purposes of better coastal access and improved parking embodied in the original Plan. Furthermore, the Board wants any new project using the Fund to be reasonably assured of being self-sustaining.

Proposed Alternatives

Beginning in January 2013 the Board solicited alternative ideas from its parent groups and from the public as to how most effectively spend money in the Fund, either directly or in combination with donations or grant money.

From the list of ideas generated in this exercise, the Board selected five that were most likely to meet the criteria to enhance coastal access by improving parking and traffic circulation in La Jolla and to be self-sustaining. The complete list of projects considered is at the end of this paper.

The five favored projects on which funds should now be spent are as follows. This was voted at the Board meeting November 3, 2013:

- # 1. Continue the present an employee discounted Parking Pass Program for local businesses.
- # 2. Install a smartphone-based system to show the number and location of parking space vacancies. Additionally, publish on-line and in hard copy a “Where to Park in La Jolla” brochure and map, and a “Walking Tours of La Jolla” brochure and map highlighting parking garages as starting points. Post signs showing walking times to attractions.
- # 3. Planning and implementation of uniform central valet parking system (but not subsidizing valet parking).
- # 4. Fund startup of a village shuttle that circulates between parking lots and garages and various destinations – without regard to “remote parking reservoir”.
- # 5. Buy SDPD parking monitors a high-tech system to enforce existing time limits.

Note that with regard to #4 some members expressed reservation that this item could be self-sustaining or that a funding stream could be found, particularly given the high costs of driver salaries and liability insurance.

The board was divided concerning Item #5, with the opponents being in the majority because of the anticipated difficulties of reaching an equitable financial arrangement with the City, particularly with respect to returning increased revenue to the community, not to the general fund.

The remaining items were not supported by the Board as being impractical under the adopted guideline of being potentially self-sustaining.

All of these projects fulfill one or more of the itemized actions in the La Jolla Coastal Access and Parking Plan of 1993, which are interpreted from Coastal Commission directives for use of the Fund, and are as follows.

1. Employee shuttle and vanpooling.
2. Improved public transit.
3. Remote park and ride facility with bus shuttle.
4. Interim parking facility.
5. Parking improvements for more spaces on street.
6. Signage.
7. Traffic circulation improvements, re-striping, turn pockets.
8. Public information and promotional program.

Limited Other Funding and Self-Sustainability

The uncommitted total in the Fund is at last check \$436,404, and the amount reserved for “remote parking reservoir and shuttle system” is around \$276,000 of this. Clearly additional sources of funding would need to be considered for most of the proposed Alternatives.

The 1993 La Jolla Coastal Access and Parking Plan suggests a number of funding sources for funding. Depending on the Alternative, funding sources would be needed for startup and/or sustained operation.

1. State and federal funds

These are almost always competitive one-time grant opportunities, and so these avenues are available only for startup costs and not sustained operation.

2. TRANSNET – the designated ½% of local sales tax

These funds are administered by SANDAG and generally are also grant opportunities. (SANDAG assumed the position of

regional transit planning authority from MTDB in 2003.) Furthermore, the idea of a La Jolla shuttle was brought up during the SANDAG development of their 2030 Regional Transportation Plan, and it was rejected as being “not regional” and in the category of local service to be dealt with by MTS.

3. La Jolla Planned District Ordinance Assessment

While this mechanism is apparently in place, local merchants are unlikely to approve of taxing themselves, since they appear to have trouble fund the existing business improvement district.

4. City Development Impact Fees

These funds are presently used for infrastructure projects, for example park improvements. If available at all, this source would be only for startup costs and not sustained operation.

5. Coastal Commission Impact Fees

These are apparently no longer assessed.

Other possible sources not mentioned in the 1993 plan were as follows.

6. MTS Operation

The shuttle concept could be sustained if simply added as a new MTS route. La Jolla Parking and Transportation Fund could contribute to a demonstration period. This avenue is unlikely to be fruitful considering MTS reductions in service for La Jolla in 2005.

7. La Jolla Assessment District

Alternatives needing sustained funding could conceivably be supported by a parcel or property tax increment through creation of a benefit assessment district covering La Jolla. This would require a public vote. Success of such a vote is unlikely.

8. Direct User Charge

For a shuttle bus system, rider fares are out of the question as long as parking in La Jolla is free.

9. Parking Meter Revenue

Whereas this is a viable source of continued funding in other communities, the issue of parking meters in La Jolla has been thoroughly debated, and the community has rejected the idea.

The lack of realistic means of continuous funding led the Board to set from the beginning a requirement that any alternative must constitute a one-time expenditure, and/or result in a self-sustaining means. And of course, each proposal should improve coastal resource access and parking.

#1 - Parking Pass Program for local businesses

The Board intends to continue this program.

#2 - Smartphone-Based Parking System and Walking Aids

Systems are available now for smartphone-based parking space monitoring combined with GPS wayfinding. Monitoring units at each potential parking spot transmit real-time space availability. Smartphone visible map tracking and or active signage lead drivers to the open spots. The present state of application of these systems has been, for example, detailed in a recent *New York Times* article, November 27, 2013 ([click here for link to article](#)).

Two companies that already provide smartphone-based parking location – although without real-time space monitoring – are [ParkMe](#) and [Parker](#) and more appear to be starting up.

Figure 1 shows the schematic arrangement of a parking space monitoring system. Figure 2 shows an actual installation.

Integration of space monitoring with smartphones and in-vehicle information systems is relatively recent, but active automated parking space monitoring has been in use, particularly in Europe, where status is posted on electronic signs, some places using “scoreboard”-like signs at the entrances to the downtown area. Figure 3 and Figure 4 are examples of parking availability signs.

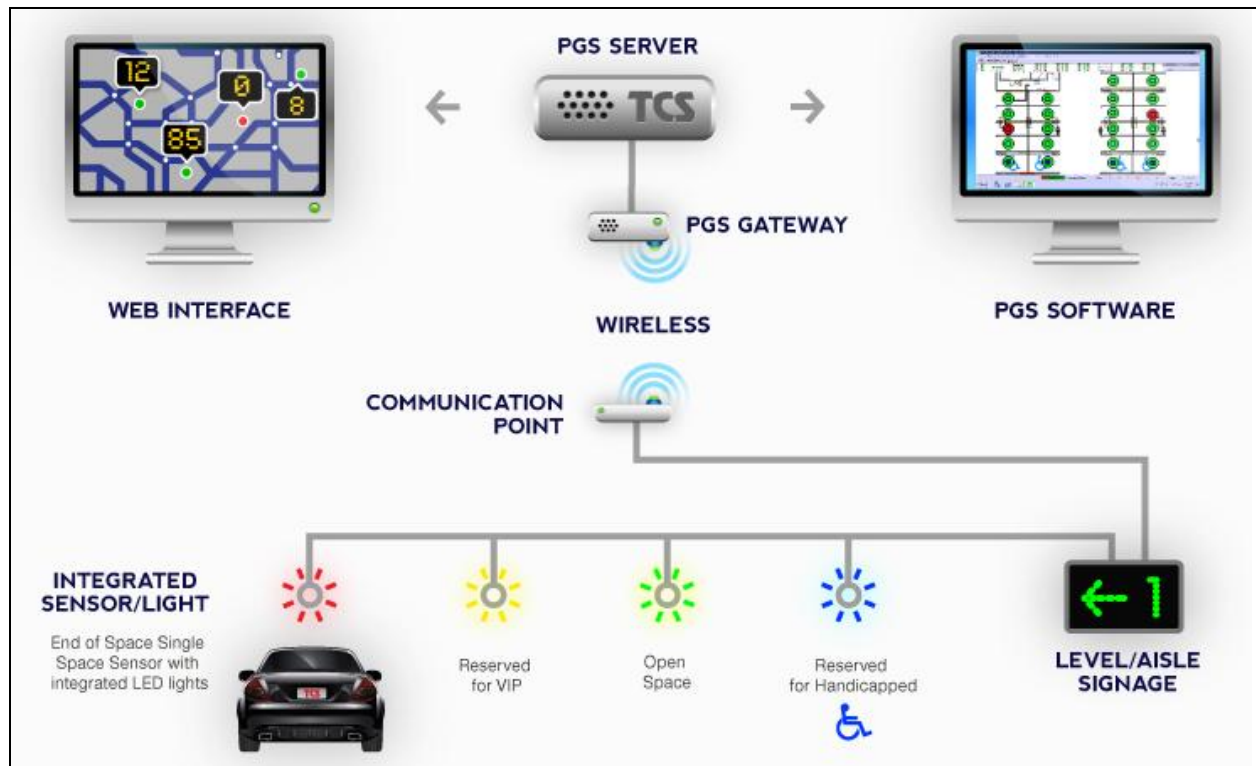


Figure 1 – Schematic of Parking Space Monitoring



Figure 2 - Garage with Space Monitoring Units, Showing Red or Green



Figure 3 - Posted Parking Space Data



Figure 4 - "Scoreboard"- Type Sign (San Jose)

There is adequate parking in La Jolla within walking distance of the coastline but it simply is not being used, and so coastal access is served by getting parking seekers off the streets into garages quickly so they aren't circling seeking that elusive, rare street parking spot.

Garage operators and building owner should benefit from increased occupancy. A challenge is getting the various parties to agree on a parking guidance system that can tie all facilities into one organization. The four main operators of parking lots and garages in La Jolla have been contacted and expressed interest.



Figure 5 – Example of Location for Signage in La Jolla

Parking Aids Cost Estimate

A rule of thumb estimating number for these systems is \$400 per parking space. This includes the installation and system architecture but not “scoreboards”, because concepts for those vary in complexity. LJP&B evaluations determined an approximate total of 700 available underground and surface lot parking spaces in La Jolla, the cost estimate is \$280,000.

At least one vendor of such systems has volunteered to give a more detailed and specific cost estimate if we could provide the garage and lot “striping” diagrams.

The La Jolla Parking and Transportation Fund could pay for equipping most of the spaces in La Jolla with transmitters and probably have extra for some active status signage.

#3 - Uniform Central Valet Parking System

It is proposed to pay for development and startup of a uniform valet parking plan for La Jolla. The plan would be done by a suitable consultant.

Objective is to have a more efficient system for users of valet parking so that more on-street parking is available. The plan should include coordinated effort by valet parking companies, potential improved signage and a public awareness/publicity element. Such a plan should explicitly

exclude valets parking cars on-street, especially in residential areas adjacent to commercial areas.

Among the Alternatives the development and operation of a uniform central valet parking system appears to be the easiest to fund. It is assumed that operating cost would be absorbed by the valet parking system operator(s).

#4 - Village Circulating Shuttle

The idea of a circulating shuttle in La Jolla is not new. Several attempts at scoping such a system have been done in the past. To exemplify a realistic shuttle scheme we propose a “strawman” design. Figure 6 shows a four-mile loop around the “village” area that would serve the “Cove” (Scripps Park), Coast Boulevard and Children’s Pool beaches, the central shopping and dining districts on Girard and on Prospect, the major hotels and senior living complexes, the “Cultural Center” (location of the Recreation Center, Contemporary Art Museum, Women’s Club, Cuvier Club and several churches). Importantly it would pass and could pick-up at most of the privately-owned and operated parking lots and garages and the few public parking lots. Also, it would serve the public high school, middle school and largest elementary school and one of the larger private schools, which is relevant because significant auto use in the community appears to be related to driving students to and from schools. Logically the start and stopping terminal would be the main MTS Route #30 bus stop on Silverado Street. (This is also where a beach area private tour bus choses to make its La Jolla stop.)

The system should appropriately meet the present environmental goals of public projects by utilizing all-electric busses. Model for this is a mini-bus system in place since 2008 in Quebec City specifically for tourist areas of the old city. The Quebec City operating agency has published details and evaluations of their program, including coats. Figure 7 shows the 20-passenger (10 seated) bus used. (The bus is manufactured in Italy and uses Swiss-made batteries.)



Figure 6 - Representative 4-Mile La Jolla Circuit



Figure 7 - 20-Passenger Electric Bus

Shuttle Cost Estimates

For estimating a system with “high quality” service, we assume five busses are running on-way over the 4-mile loop 12 hours a day with 5 minute frequency 6 months of the year and 10 minute frequency the other 6 months. Equipment and maintenance costs are taken from Quebec City reports, and net operating costs per mile are those today for MTS. Estimates were made for security, insurance, publicity and expenses of overnight parking and re-charging.

Such a system would cost \$1.6 million per year. The balance in the La Jolla Parking and Transportation Fund could only contribute to planning and startup of such a shuttle, and Fund money would not be invested until a sustainable source of operating funding was confirmed.

#5 - High-Tech Parking Monitors

Far better methods are available for monitoring cars parked in time-limited zones than the present use of chalk marks on tires as used by parking controllers in La Jolla. For example, there are systems using license plates and GPS that would assure better enforcement. Use of such a system would have the benefits of: a) greater turnover of parking spaces, b) impetus for employees and other multi-hour parkers to use garages, which frees up on-street spaces and c) increased parking fine revenue. However, it appears that such systems are subject of litigation and banned in certain states. Libertarian groups on the “right” and civil liberties groups on the “left” seem to have taken on technology advancements in this area as a privacy rights issue.

It is proposed that the La Jolla Parking and Transportation Fund could be used to pay for equipment and training to establish advanced monitoring. However, before moving further on this Alternative, it is proposed to wait for the dust to clear and court cases to be resolved.

List of Alternative Projects for Improving Parking and Traffic Circulation in La Jolla

In the period from January to November 2013 LJCA&PB considered and consulted with its constituent organizations to compile a list of alternatives for which the La Jolla Parking and Transportation Fund might be more usefully put to work improving parking and traffic circulation in La Jolla.

- Fund startup (not a demonstration) of a village shuttle that circulates between parking lots and garages and various destinations in La Jolla - without regard to “remote parking reservoir”. Could be “golf-cart” based.
- Publish a “Where to Park in La Jolla” brochure and map, and a “Walking Tours of La Jolla” brochure and map highlighting parking garages as starting points; post signs showing walking times to attractions.
- Stimulate greater use of public transit by funding a publicity campaign on current MTS routes, destinations and fares.
- Planning and implementation of uniform valet parking system (but not subsidizing valet parking).
- Buy SDPD parking monitors a high-tech system to enforce parking time limits that cannot be foiled by scofflaws (e.g.- long-term parkers who wipe off chalk marks). Maybe integrate with sensors in idea below.
- Install a smartphone-based system connected to sensors on spaces in garages (and on-street too?) to show the number and location of parking space vacancies. Maybe with sign for traffic approaching La Jolla
- Provide bus shelters in portion of La Jolla where MTS shelters with advertising are prohibited now by the Planed Development Ordinance.

- Establish a La Jolla-based bike share program or supplement City-wide program; include bike discount with underground parking.
- Contribute to a “diamond lane” incoming on La Jolla Parkway.
- Weekend night restaurant loop - to and from parking (L J Elementary?) like Hillcrest is doing.
- Subsidize one underground garage to stay open late and cater to restaurant employees.
- Operate a bus connection between the Sorrento Valley Coaster station and central La Jolla at commuter hours.

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SEWER AND WATER REPLACEMENT GROUP 820

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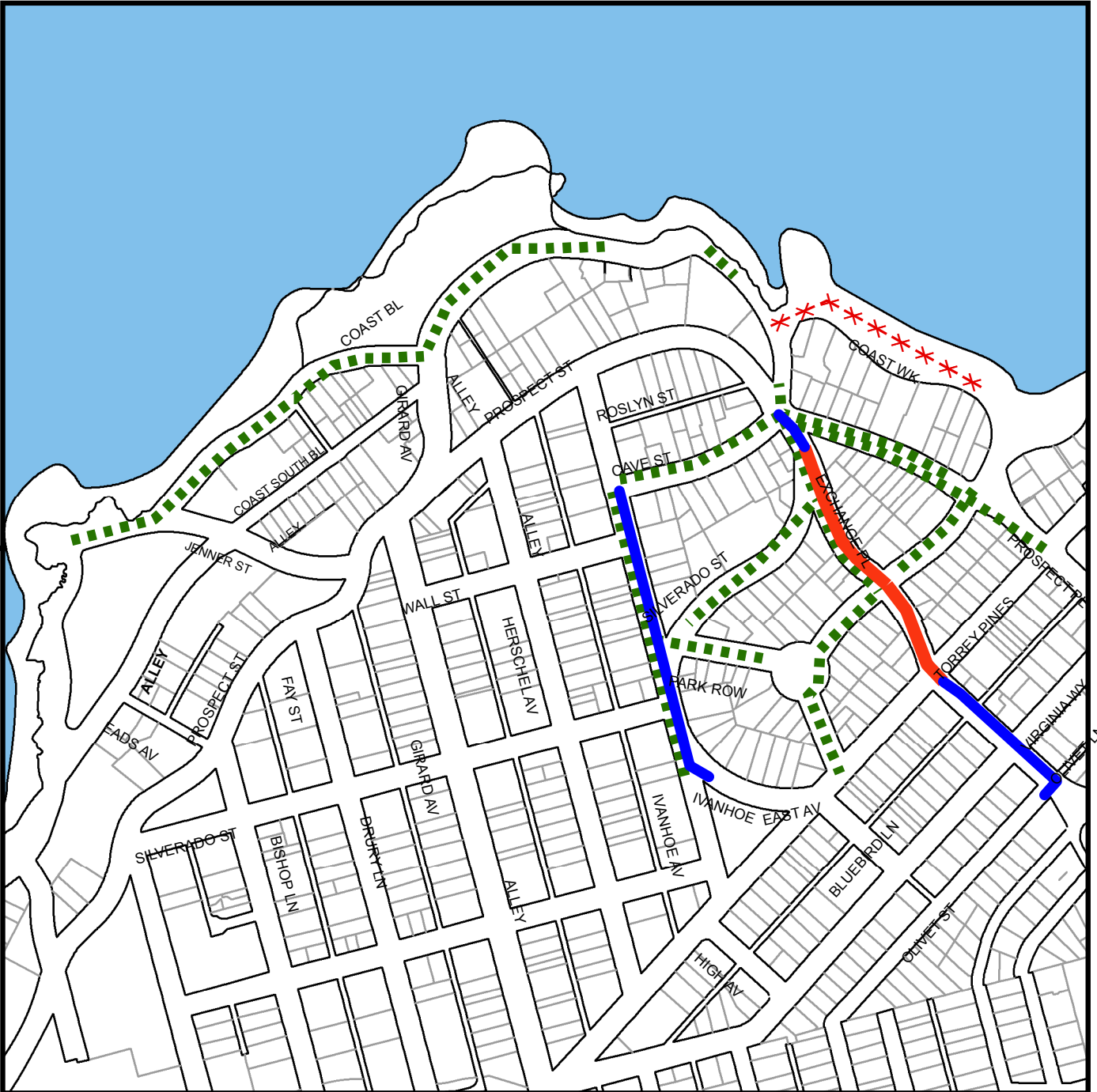
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RIGHT OF WAY



Legend

- WATER MAIN REPLACEMENT 2
- Work area during summer moratorium
- X X SEWER MAIN TO BE ABANDONED
- - - SEWER MAIN REPLACEMENT



COMMUNITY NAME:
LA JOLLA (38)

COUNCIL DISTRICT: 1

SAP ID: B00382 (S) \ B00110 (W)

Date: JUNE 3, 2013

