

KENSINGTON TALMADGE PLANNING GROUP

REGULAR MEETING

JUNE 10, 2009

A regular meeting of Kensington Talmadge Planning Group (KTPG) was called to order by Chair Tom Hebrank on June 10, 2009 at 6:~5 pm in the Kensington Community Church located at 4773 Marlborough Ave., San Diego, CA 92116.

Members present: Tom Adam, Sherry Hopwood, Shauna Pribyl, John Garrison, Tom Hebrank, David Moty, Fred Lindahl, Gail Greer, Kevin Kelly, Frank Doft, Bob Coffin, Guy Hanford, Jeri Dilno, Daniele Laman, and Tom Hoyt.

Members absent: None.

Also present: Dion Akers, Vickie White, and numerous members of the public.

MODIFICATIONS TO AND ADOPTION OF AGENDA

A motion was made by J. Garrison, seconded by S. Pribyl to amend the agenda allowing Jim Miller to join the panel presenting the status of the Kensington Sign. J. Miller's resume is provided to board members. A call for the vote is made and the motion passes 7-6-1. F. Doft, D. Moty, F. Lindahl, T. Adam, T. Hoyt, and T. Hebrank vote against the motion. D Laman abstained because she just entered the meeting and did not hear the full discussion.

MINUTES

D. Laman enters at 6:41pm.

After a motion was made by D. Moty and seconded by S. Hopwood, the May 13, 2009 minutes were approved with changes by a vote of 11-0-2. T. Hoyt abstained from voting because he had not reviewed draft minutes and J. Dilno abstained because she did not attend the May 13, 2009.

TREASURER'S REPORT

Treasurer S. Hopwood presented the Treasurer report for May 2009. As of May 1, 2009 there was \$690.31 in the KTPG bank account. During the month of May 2009, deposits consisted of \$29.50 in donations and there were no disbursements. The bank balance as of May 31, 2009 was \$719.81..

EXTENSION OF MEETING TIME

Kensington Talmadge Planning Group

Regular Board Meeting Minutes

June 10, 2009

Page 1 of 10

A motion is made by S. Hopwood, seconded by D. Laman, and unanimously approved to extend the meeting time to 8:45pm.

PUBLIC COMMUNICATIONS

Various members of the public were present and conveyed the following:

I. K. Chappell - Hands the board a letter requesting that the KTPG pursue the addition of an Adams Avenue street sign at the intersection Adams Avenue that the off ramp of the southbound 115 and Adams Avenue. In addition, K. Chappell handed the board a letter requesting that the curb in front of the mail boxes located at the intersection of Adams Avenue and Edgeware Road be painted yellow for mail drop-off. It was reported that patrons of the mailbox are double parking on Adams Avenue.

B. Coffin enters at 6:46pm

II. L. Ostrander - He is a Field Superintendent at Don Kelly Construction. His company will begin the work on the sewer and water lines located in the residential area north of Adams Avenue. He is the project manager for the sewer and water lines project. Equipment staging and storage will be in the vacant lot next to the gas station on Adams Avenue. The contract starts next week and the company is in the process of hanging door tags on homes impacted by their work. He leaves his business card so that residents can reach him.

III. R. Riebli - Curious as to why the letter announcing the water and sewer project took 15-days to get to his house.

IV. S. Harrison - The community should be concerned about the water shortage instead of signs.

V. A. Jansen - Gave the community a Kensington Terrace update. The gas station has reopened and its lease has been extended for two years. Leasing efforts are on hold pending financing. Prior leasing efforts were positive and he believes that there is a market for retail tenants. The KTBA is starting a new idea called Destination Kensington on select Friday nights. Beginning July 10th businesses along Adams Avenue will remain open a bit longer on Friday nights. Flyers regarding the KTBA's Destination Kensington project were left for the public.

VI. C. Conover - SDG&E has been doing work in Kensington. As a part of their work, SDG&E has been removing and replacing certain sections of sidewalk concretes. C. Conover has been in touch with SDG&E to get the concrete color to match the color of the existing concrete.

CITY/GOVERNMENT INFORMATION ITEMS

Kensington Talmadge Planning Group

Regular Board Meeting Minutes

June 10, 2009

Page 2 of 10

- I. Todd Gloria, City Councilmember District 3 - D. Akers made the following remarks on behalf of Councilmember Gloria.
 - a. A newsletter was not released in June.
 - b. He stated that his presentation would not address the Aldine Slope Restoration project or the status of the Kensington Sign because others were present to update the community on those projects.
 - c. There was a recent murder in the Kensington Talmadge area. Several street lights were out on the street where the incident occurred. The councilmember's office had the lights repaired. The councilmember contacted the family and gave them his condolences.
 - d. He acknowledged receipt of a request to address the slurry seal work done on streets on Talmadge Circle, and lights on Rochester Road and Talmadge Drive.
 - e. Members of the public request extra patrol on streets with down lights due to an increase in crime, brush management on Aldine Drive and Monroe, and evaluation of traffic calming measures near the same intersection.
- II. City Planning Office - V. White made the following remarks on behalf of the City Planning office.
 - a. In January she asked the KTPG to support an application for a smart growth grant from SANDAG. The grant was awarded to the city. The city will meet with SANDAG regarding agreements. Contracting for the project will be getting started soon. It will take approximately three years to complete.

NON-SUBCOMMITTEE INFORMATION ITEMS

- I. Aldine Slope Restoration - Michael Handal of the City of San Diego along with project consultants presented an update on the project.
 - a. The estimated start time is mid-2010 with a project timeline of 6 months. Estimated completion is early 2011.
 - b. The total project cost \$3.7 million made up of the \$1.2 million in design costs and \$2.5 million in construction costs. Funding for the project is from Federal Highway Administration (FHWA) and available in two stages - preliminary engineering and construction engineering. Preliminary Engineering funds have been secured and they are working with Caltrans to secure the construction engineering funds.
 - c. In regard to the city project permits, the project management team has answered all questions raised by Development Services.
 - d. Contract bid documents are being generated.
 - e. It was stated that homeowners have agreed to take care of the landscaping on the slope and Encroachment Maintenance and Removal Agreements (EMRA) are being prepared.
 - f. Aldine drive will have to be closed during the construction.

g. The wall footings will occupy about 17 feet of the road. Veneer stone and planting features on top of the wall. The planting pocket has been stopped because of safety.

h. The following questions and comments were raised by members of the public:

i. On behalf of several homeowners J. Hileman:

Q: It appears that the wall has changed in structure and features that have never been presented to the public or to KTPG. What changes have been made?

A: The only changes from the presentation made to KTPG last year are those requested by CalTrans.

Q: What specifically do you mean by the property owners will be maintaining the landscaping? His recollection is that property owners agreed to allow the city to tap into their water so the city could maintain the hillside.

A: This is a big issue for the homeowners and the city. If the homeowners do not agree to take care of the landscaping via an EMRA then they will need to pursue a maintenance district which will delay the project approximately 1 1/2 years.

Q: Why are the buses rerouted down residential streets in lieu of steering them down to El Cajon Blvd? How was the detour chosen?

A: The traffic detour has not been finalized. It is determined that 60 percent of the traffic using Aldine Drive is generated from Fairmont and 40 percent from Adams Avenue. Marlborough Drive may be the primary detour, including buses, but it is believed that most traffic will take alternative streets. Most of the traffic on Aldine Drive is Kensington residents.

ii. R. Utt stated that it was his belief that the community had not seen this project since the last time it was presented to the board. He stated that there are more questions to be answered.

iii. R. Riebli - Q: What streets are planned for the detour of buses and how were those streets chosen. A petition from several residents was signed and submitted to the city requesting buses be detoured to El Cajon and then north of the 115. A: MTS controls the buses and the presenters are uncertain about where they will be rerouted.

A motion was made by D. Laman, seconded by J. Garrison and unanimously approved to extend the topic timeframe.

- iv. B. Coffin - Q: Can the KTPG see a copy the proposed agreement for landscaping maintenance between the homeowners and the city? A: Yes.
- v. J. Garrison - Commented that it would be ideal if the city could put a sign up at the entrance to Kensington from the 115 indicating that Aldine drive is closed. Q: Since the planter at the bottom of the wall is being removed will vines be planted at the top to grow down the wall? A: Yes.
- vi. G. Greer - Shocked that the team is still waiting for approvals from Development Services. Requests that City Departments to talk to one another to speed up the processing time.

NON-SUBCOMMITEE ACTION ITEMS

- I. Kensington Sign - A presentation, panel discussion, and question & answer session is held regarding the status of the Kensington Sign.

Panelists consist of Harold Koenig, President of the Kensington Talmadge Community Association (KTCA), Cathy Winterrowd, Senior Planner with the Historical Resources Board (HRB), Don Weston, Senior Planner with the Development Services Department, and Jim Miller, Owner of MJ Structural Engineers.

Harold Koenig started the panel presentation with a brief background on the sign and how it evolved to being taken down. The Kensington sign went up in 1952 at a cost of \$1,166. In 1952 the cost to maintain the sign was three cents a day. There are 8 community signs in San Diego. Several years ago lights began going out on the sign. Some lights went out on the project prematurely. The light repairman indicated that there were a number of problems with the sign. When the Historic Resources Board designated the sign historic last year they did not designate the poles, cables, and airspace. The KTCA has reviewed several different design alternatives. It has been determined that the KTCA can save the letters from Kensington and is recommending a design that uses poles covered in veneer river rock and a truss system that holds the sign. The KTCA is not supportive of hanging the sign via a cable system.

Cathy Winterrowd discussed the process for historic designation and next steps. She discussed the April 2008 designation. An appeal of the designation was filed in the appropriate time. The appeal is on hold pending the outcome of the repair analysis. If the appeal moves forward then the appellant will bring her case in front of City Council. City Council will have two options - (1) uphold the historic designation of the sign or (2) repeal the designation. If the designation is

repealed then site development permits will be required and the KTCA will move forward with redesign of the sign. If the appeal fails and the designation is upheld then the Secretary of the Interior Standards regarding historic renovations apply. The current proposal for hanging the sign via truss system does not meet the standards. Hanging the sign via a cable design will meet the standards. The original font, coloring, lettering, skin must be used when applicable. It is okay to replace the interior electrical.

Don Weston is with the Development Services Department (DSD) and briefly described the process for a discretionary permit. DSD shepherds the proposal through the permit process. A general analysis of the structure stability and proposed right-of-way issues, if any, would be considered as a part of the permit process.

Jim Miller described his experience with historic retrofits.

- a. The following questions and comments were raised by members of the public and board members:
 - i. C. Zawacki asked the panelists to identify who had seen the sign in its current location. Both H. Koenig and C. Winterrowd have seen the sign.
 - ii. D. Bart asked what the building code and council policy say about suspending signs over city streets. The building code does not address hanging signs over city streets and council policy has language which allows an overhead encroachment.
 - iii. M. Lesniak commented that a lot of months have gone by with no progress while those involved argue semantics. He requested that the KTCA move forward with a sign.
 - iv. J. Tibbits has seen the sign in its current state of destructive testing. He requests that the sign be rebuilt as proposed by the KTCA. He's disappointed in the HRB.
 - v. J. Eisenhart states that he was a member of the HRB when the sign was designated historic. He pledged his support for retrofitting the sign and hanging it via a cable system. The panelists exchange comments about whether or not hanging suspension signs exist in California (or anywhere) and the latest date of renovation for those signs.
 - vi. C. Conover states that she would like to see the sign suspended via a cable system.
 - vii. D. Marshall is an architect who specializes in historical resources. Mr. Marshall states that he would like to preserve the suspension system.

- viii. B. Coons is a member of SOHO. SOHO would like the sign to be salvaged and hung by a cable system.

A motion was made by J. Garrison, seconded by D. Moty and unanimously approved to extend the meeting 15 minutes.

- ix. S. Harrison inquired about whether or not a study had been done indicating what portion of the sign can be salvaged. H. Koenig answers "yes" and C. Winterrowd answers "no." Reference is made to a June 8, 2009 letter from Structural Technology Consultants to Darrel Divine of Fluoresco Lighting & Signs. C. Winterrowd states that she has not seen the referenced letter or any report. Indicated that a report would cost about \$475. Also, requested clarification on the Department of Interior standards. The standards are discussed and it is noted that the KTCA must make every effort to salvage historically designated items and emulate the original look of the sign to the extent physically possible. H. Koenig notes that the skin of the sign has lead based paint; thereby, making the skin toxic not salvageable.

- x. D. Sharpe likes the proposed sign presented by the KTCA. She stated that she supports a compromise version of the sign. Why are the cables and poles being held to the Department of Interior standards if they were not designated historic? It was noted that the standards require the look of the sign to emulate the way it looked when taken down from the cables. Did the city accept the engineer's report done by the KTCA? It was noted that the project has not been through the DSD and the HRB has not seen the report. J. Miller states that it is not factual to say that cables can not adequately support the sign.

- xi. K. Klipple inquired about what efforts were made by the KTCA to meet the guidelines of the Department of Interior? A clear answer was not given to the question. Ms. Klipple donated \$475 so that that the KTCA can pursue the engineers report.

A motion was made by J. Garrison, seconded by D. Moty and unanimously approved to extend the meeting 15 minutes.

- xii. K. Breedlove stated that she contributed to the sign. She would like to see the KTCA move forward with the \$475 report to finalize the question about whether or not the sign can be suspended.

- xiii. K. Chappell stated that he believes adding J. Miller to the panel was a mistake. He stated that he supports the KTCA's proposal for a sign as presented.
- xiv. J. Fitzsimons asked which sign has the most structural integrity and will last the longest? The one with the truss system in it.
- xv. R. Utt believes the sign is a piece of junk.
- xvi. D. Schonfeld asked what the HRB will be telling the 100s of people who voted for the truss system style sign and gave money to purchase that style sign? No answer was given.

A motion was made by J. Garrison, seconded by D. Moty and unanimously approved to extend the meeting 15 minutes.

- xvii. S. Hopwood gave her support for preserving the sign and pursuing a cable system. Ms. Hopwood asked H. Koenig who did the lead study on the sign and if we could see a copy to which he replied that there hadn't been a study and that "he just knew that there were high levels of lead."
- xviii. J. Dilno supports the KTCA pursuing the engineering report recommended by the HRB and paid for by the contribution from the K. Klipple. She stated that she doesn't want city council to make a decision regarding the community sign and would like to see the HRB and KTCA work together toward resolution.
- xix. T. Adam supported a compromise version of the sign.
- xx. J. Garrison stated that he is a Member of KTCA and that he is disappointed in the stance the KTCA leadership has taken. It is his belief that from very early on, the KTCA has pushed for a new sign and has fought to remove the original, historic sign. Mr. Garrison believes that it is simply not true that the KTCA can't safely restore the sign and re-suspend the sign with cables as evidenced. Mr. Garrison states that the KTCA leadership acts like restoring the sign is a burden. With regard to the structure of the sign and suspending it from cables Mr. Garrison believes it is possible. Mr. Garrison closes by stating that, "The simple fact is that the leadership of the KTCA wants to build a new sign and they have been obstructionist at every step of the process. We could have the sign refurbished and re-hung by now if not for their delays."

A motion was made by D. Laman, seconded by D. Moty and unanimously approved to extend the meeting 15 minutes.

- xxi. T. Hebrank engages H. Koenig and C. Winterrowd into a discussion on compromise regarding the sign design and ordering the report recommended by HRB. On behalf of KTCA, H. Koenig agrees to order the report.

A motion was made by D. Moty, seconded by J. Garrison and unanimously approved to extend the meeting 15 minutes.

- xxii. D. Moty asked H. Koenig for clarification on which design for the support poles is being pursued by the KTCA. Two different pictures were presented, the original rock and lamppost pillar design, and a more streamlined, mid-century design that was shown earlier in the presentation that was developed in response to HRB staff concerns regarding historic context. H. Koenig replied that the KTCA is still pursuing the rock and lamppost support pillars.
- xxiii. G. Hanford thanks panelists for participating in the meeting and requests that the KTCA begin using funds granted by the county to repair the sign itself.
- xxiv. K. Kelly supports a compromise resolution and notes his belief that the feel of the audience was in favor of the new design presented by the KTCA.
- xxv. T. Hoyt stated that he has seen the sign at its current storage location. He believes the sign is a pile of junk and needs to be replaced. He fully supports the KTCA design as originally proposed.

Many board members echoed comments in support of compromise between KTCA and HRB. In addition, it was repeatedly echoed that the community doesn't want the HRB appellate process determining the outcome of a community-owned sign. The statements of board members D. Laman, F. Lindahl, S. Pribyl, F. Doft, B. Coffin, and G. Greer were not captured in the minutes.

A motion was made by T. Hebrank, seconded by D. Moty and unanimously approved to extend the meeting 15 minutes.

A motion is made by J. Garrison and seconded by F. Doft that the KTPG recommend the KTCA put more effort into investigating a cable suspension option and that the KTCA commission a study by a qualified firm who is expert in historical resources. The instructions given to the structural engineer will include the fact that the sign is historic and that the engineer is being asked specifically how the sign can be safely re-hung using a suspension design. A call for the vote is made and the motion fails by a count of 5-10-0

with G. Greer, T. Hoyt, G. Hanford, K. Kelly, F. Lindahl, D. Moty, T. Hebrank, S. Pribyl, T. Adam, and J. Dilno voting against the motion.

A motion was made by J. Dilno and seconded by D. Moty that the KTPG would not cast any opinion until at least July when the KTCA and HRB have had time to further investigate the retrofitting and installation options for the sign. A call for the vote is made and the motion passes by a count of 14-1 with J. Garrison voting against the motion.

ADJOURNMENT

- I. Agenda for an upcoming KTPG meeting -
 - a. Extend the life of the bylaws committee.
 - b. Adding the parking items to the Transportation and Safety Subcommittee.
- II. The meeting of the KTPG adjourned at 10:10pm. The next meeting will be held at 6:30pm on Wednesday, July 8, 2009 at the Kensington Community Church.

Submitted by, Shauna Pribyl, on July 8, 2009. Resubmitted on August 12, 2009.

I, Shauna Pribyl, am the Secretary of the Kensington Talmadge Planning Group and I hereby certify that that these minutes were approved by the Kensington Talmadge Planning Group on 6-12-, 2009.

Q2QA ~ ~ ~ ~ ~
Secretary

7-0

Date