

Kensington-Talmadge Planning Group



P.O. Box 16391, San Diego, CA 92176

www.ktpg.org

Regular Meeting Minutes – Final (Approved 2011 April Meeting)

2011-03-09

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PARLIAMENTARY ITEMS

CALL TO ORDER, ROLL CALL AND INTRODUCTIONS

A regular meeting of the Kensington Talmadge Planning Group (KTPG) was called to order by KTPG Chair Tom Hebrank on March 9, 2011 at 6:42pm in the Franklin Elementary Auditorium located at 4481 Copeland Ave., San Diego, CA, 92116. The minutes were recorded by KTPG Secretary John M. Garrison.

Members present at the start of the meeting: Bob Coffin, Daniele Laman, David Moty, Frank Doft, Fred Lindahl, Gail Greer, Guy Hanford, John M. Garrison, Kevin Kelly, Sean Harrison, Tom Hebrank

Members absent: Tom Adam, Tom Hoyt, Sherry Hopwood, Pam Hubbell. [Secretary’s note: Tom Adam joined the meeting at approximately 9:00pm.]

Also present: Dion Akers (from Council Member Todd Gloria’s office), Daniel Hazard (Senior Community Representative for Susan A. Davis, Member of Congress, 53rd District, California), Mr. Gary Pence (City of San Diego Traffic and Engineering Office) and approximately 100 members of the public.

MODIFICATIONS TO AND ADOPTION OF AGENDA (ADDITIONS / DELETIONS TO AGENDA)

A motion to approve the agenda with no changes was made by David Moty and seconded by John M. Garrison. The motion was approved 10-0.

APPROVAL OF MINUTES – MINUTES FROM PRIOR MEETING(S)

A motion to approve the February 09, 2011 minutes was made by Frank Doft and seconded by David Moty. The motion was approved 10-0-1 with Daniele Laman abstaining because she was not present in February.

TREASURER’S REPORT – REPORT FROM PRIOR MONTH

As the Treasurer was absent, Tom Hebrank read the treasurer’s report.



Starting Balance: February 1, 2011 - \$406.13

Donations: \$70 from the January, 2011 meeting

Expenditures: \$120 – Check # 3098 to SDUSD for meeting hall rental 1 year [Treasurer’s Note: The check had not cleared the bank by the time of the statement]

Ending Balance: \$356.13

ACTION ITEM: APPROVAL OF EXPENDITURE FOR RENT

Tom Hebrank noted that we were in a new meeting place at Franklin Elementary School. He explained that the KTPG’s original understanding was that rent would be \$10/month. However, when we sent the school a check for \$120 they refused it, saying that the rent was to be \$10/year. Tom said that he thought the \$120 figure was very reasonable and that we should donate it to the school. He asked for approval to cut a new check for \$120. The board approved this by unanimous consent. [Secretary’s note: The secretary heard mention at this point that the \$10 had already been paid, so this may represent a total of \$130. This should be clarified when these minutes are approved or in the next treasurer’s report.]

At 6:45pm Tom Hebrank re-ordered the agenda to take some liaison reports (please refer to the later section of these minutes), so that the election could begin at the scheduled time.

At 6:55pm – Guy Hanford led us in the pledge of allegiance.

2011 KTPG ELECTION - PROCEEDURES

7:00pm – At the time noted in the meeting agenda for the election, KTPG Chair Tom Hebrank recognized Sean Harrison for his work chairing the election subcommittee, and also Gail Greer and Jonathan Tibbits for serving on that subcommittee.

7:01pm - KTPG Elections subcommittee chair – Sean Harrison

Sean Harrison said he would like to start by thanking Gail Greer and Jonathan Tibbits for serving on the subcommittee, and also the volunteers who are working on the table.

We have 8 announced candidates for 8 slots. We do have the opportunity to accept nominations from the floor for write-in candidates. Requirements for write-in candidates are:

- The candidate must be present
- They must be willing to serve
- They must live within the boundaries, or own property within the boundaries, or own or operate a business (one person per business) within the boundaries.

2011 KTPG ELECTION – CANDIDATE STATEMENTS



Sean Harrison asked if there were any nominations from the floor for write-in candidates and there were none. The candidates were then asked to give their statements in alphabetical order:

Frank Doft – thanked everyone for coming. He mentioned he has been a long-time resident of the community, having owned and lived in a house for more than 9 years in Talmadge as well as well as having lived in his current house for more than 15 years in Kensington. He has been serving on KTPG for 2 years and serving on the Communications subcommittee.

Kevin Kelly – thanked everyone for coming, not just tonight but over time as they are able. This is a hard job not just because of the time involved but also because there are difficult decisions. All of us in this room are passionate about this community and lots of different issues in the community. That also makes the job very hard. I can tell you that I will listen to views expressed and vote my conscious humbly.

Daniele Laman – I would like to welcome everyone here. This is one of the best turnouts I have seen in a long time for an election. I’ve been a member of the planning group for 10 years total, with a 1-year break 3 years ago. I’m here because I’m passionate about parks and the fact that we need more parks.

Fred Lindahl – It is my desire to continue to volunteer my efforts with my neighbors and the community at large to help make our neighborhoods a great place to live. My involvement began in 1988 with a campaign to preserve the Talmadge gates, which were ultimately designated as historic. I am involved in several community groups including KTPG and TMAD.

David Moty – I am an 18 year resident of Talmadge and have served on TMAD and the non-profit that runs the Talmadge Patrol. I’ve been on KTPG for 4 years. I’ve served as CPC rep, Bylaws Subcommittee chair, a member of the Project Review Subcommittee, and I sometimes participate in other subcommittees as well.

Ann Pease – I have lived in Talmadge for 17 years. I have worked for the city of Chula Vista as Design Review Coordinator for 20 years. I believe I can bring my experience as a planner to this endeavor. As far as this committee is concerned, I feel I can assist and provide some experience of possibly a slightly different kind.

Keith Roudebush – I first moved to Kensington 38 years ago. I am retired military and a retired apartment owner. I feel like I will not take on any more employment so that will give me time to help with the work of KTPG. Having lived a few places including foreign countries, I believe I can bring some different experiences to the committee.

Elvia Sandoval – I have lived in Talmadge since 1983 and raised my family there. I’m also the TMAD chair for the subcommittee for Safe Roads and Walkways. I love working with people. I love problem-solving. I hope to work to help solve problems in the community.

7:30pm - At this point, the KTPG began accepting ballots. The ballot box was held open until 8:00pm.

COMMUNITY FORUM / NON-AGENDA PUBLIC COMMENT

7:45pm – All present had been given time to deposit their ballots, so Tom Hebrank continued with the meeting. As per the noticed time in the agenda, the ballot box was kept open until 8:00pm while the meeting continued.



Dion Akers from Council Member Todd Gloria's office mentioned several items, including:

- Todd Gloria's state of the District presentation
- Work on the Water and Sewer Project in Kensington is nearly done. (KTPG Secretary John M. Garrison noting that Don Kelly was no longer providing regular schedules or progress newsletters to KTPG, but he read an e-mail from Terry Sutherland of Don Kelly Construction received 3/9/11; "Paving on the last 3 blocks have started this week with the remaining grind and overlays to follow. Anticipate completion next week. This is about all we have left until we can do final slurry seal, which I anticipate will be in early April. We have temperature guidelines to adhere to for slurry application. We are down to a skeleton crew that is completing final punch list and clean up items. Things should be pretty well wrapped up next week.")
- Daniel Laman requested a "no trespassing" sign to be placed at Norfolk Canyon along Aldine Drive.

Daniel Hazard (Senior Community Representative for Susan A. Davis, Member of Congress, 53rd District, California). Susan voted against the House majority-sponsored funding bill because of some of the cuts she could not support.

- John M. Garrison asked if Representative Davis favors public funding for National Public Radio and Daniel replied that she does.

SUBCOMMITTEE REPORTS

TRANSPORTATION AND SAFETY – BOB COFFIN

ACTION ITEM: ALDINE & MONROE INTERSECTION

[Secretary's note: KTPG does not employ a stenographer, nor do we have equipment to record the meetings word-for-word. The secretary attempts to capture enough of the discussion so that a reader of these minutes can get a sense of the main points that were discussed. It is hoped this will help the reader understand what facts and viewpoints were presented and discussed.]

Tom Hebrank and Dion Akers introduced Gary Pence from the City Traffic and Engineering.

Mr. Gary Pence's prepared presentation centered on the immediate intersection of Aldine and Monroe. He spoke about current conditions. He had a total of 3 graphic aids, all of which were satellite photos. One of these was a wide view to give context on the area being discussed, the other two depicted "Option A" and "Option B" described below.

Mr. Pence explained a little of the history of the intersection and the efforts that have been taken in the past to improve both safety and traffic flow.

Mr. Pence gave a timeline with some accident data:

- From 2006 – 2009 – 12 accidents reported
- By the end of 2009 the current changes had been completed. These included striping changes, and an electronic speed indicator sign as well as other changes.



- From 2010 – the current time (March 2011) – there have been no reported accidents
- He has no way to know authoritatively about any unreported accidents and whether the rate of those may have decreased in the same way that reported accidents appear to have decreased.

Mr. Pence explained that Aldine Drive currently carries 18,000 daily trips, which is far above what it was designed to carry. In fact, it would be difficult to find a road in San Diego that is more overloaded compared to its design specification. However, the accident rate is not considered high. The City's Traffic and Engineering office focuses on problem areas as indicated by accident count. They also focus on areas that the community asks them to focus on. If it were not for community interest in this intersection, it would not be on his list of areas to work on.

Mr. Pence explained that his office has already implemented the changes that they think are best for this intersection. Many other changes have been considered and rejected; some of these were rejected because of the configuration of the intersection. For instance, there is not space for a traffic circle. Some of these were rejected because of other concerns; for instance the fire department is strongly opposed to speed bumps.

Mr. Pence explained that there is a special "alternative process" in place pertaining to requesting stop signs. He said that this process allows the community to request a stop sign, even if the City Traffic and Engineering department does not support one. The process is for the planning board to vote to approve it. That would then be a recommendation to the City Council person. The City Council person would then approach the Mayor. The Mayor would then ask Traffic and Engineering to implement the stop sign. At that point, it could still be stopped if the Traffic and Engineering department was strongly against it because (for example) they felt it would create an unsafe condition.

Mr. Pence said that he didn't support a stop sign, but that if one were requested through the "alternative process" that he would not stand in the way of one. He said his biggest concern about putting in a stop sign would be congestion. He says that the intersection currently backs up, especially during the commute hours, and that this congestion would get worse if a stop sign were put in.

Mr. Pence said his best recommendation is to not change the intersection, but he was asked to present an option for a Stop sign to potentially be requested through the "alternative process" so he presented 2 options:

- Option A – put in an all-way (3-way) stop.
- Option B – put in some pylons in the center and also along both outside edges of the roadway. This would serve to prevent left turns from Monroe onto Aldine. It would serve as a visual barrier and it would narrow the roadway.

Mr. Pence said that he had the authority to do Option B. He said that if KTPG did not vote in favor of Option A, then he would implement Option B.

[Secretary's note: Throughout the presentation, there were numerous questions asked by the audience. Some of these were requesting clarification or more detail on points in the presentation. Other questions brought up things not in the presentation, such as other suggestions that had been raised over time, the suggestion for a more comprehensive study of traffic flow through the entire neighborhood vs looking at just one intersection, etc. One of the things Mr. Pence mention is that the problem is partly about speeds and partly about traffic count. He explained that the city would prefer traffic take El Cajon to reach Fairmont, instead of taking Aldine to reach



Fairmont. El Cajon is much wider than Aldine and is designed to carry more traffic. At the same time, he said that Aldine is defined in the community plan as a “connector” and a “way to exit the community” and also as an “emergency response route” and that these facts must be considered in terms of any attempt to reduce traffic flow on Aldine. Included in the wider discussion were items such as the timing of lights on El Cajon, the possibility of left turn signal on El Cajon to help traffic take El Cajon to Fairmont, the idea of “no turn” signs to divert traffic away from Aldine, and other suggestions. Throughout the presentation, KTPG chair Tom Hebrank requested that the audience stick to asking factual questions, and to hold any opinions or suggestions until the presentation was over and the chair would then acknowledge those who had submitted speaker slips so that they may take the floor for their two minutes time each.]

SPEAKER SLIPS SUBMITTED ON THIS ITEM:

Kelly Waggonner – Chair of Talmadge Community Council – I field a lot of e-mail on this and it has been a hot button issue. There is no 100% consensus for anything, but the majority of people are not in favor of the all-way stop. Other options are still being discussed. We believe there is too much traffic and would like to reduce the traffic coming through from El Cajon.

Maggie Harding – I have lived in Talmadge for 18 years. I am completely opposed to the 3-way stop. I would be OK with choice B, the safe-hit barrier.

Pam Wilson – I live on Lucile Drive in Talmadge. I got ___ - to send me a traffic report and I got a copy. Out of 20 criteria, this intersection met only 4 points. I don't think that merits putting in an all-way stop. I am not sure about option B since I'm just hearing about it. I think you are saying it puts in visual cues, and I guess I see how that works. I want to clarify that you are not in favor of Option A and you are presenting it only because you have been asked to present it. (Mr. Pence replied that was correct.) Also, it seems people who want a stop sign are ignoring the statistics. This is not a high-accident intersection. In fact, since the changes have been made there have been no accidents at all.

Nicholas Carter – I'd like to say that we need to address both speed and volume of traffic going through the community. This may lead to longer term planning rather than short-term attempts at quick fixes.

David Pfeifer – Asked about the timing of lights on El Cajon. Wanted to clarify that there had been no accidents in a two-year period since changes were made, compared to 12 accidents in the prior period. (Mr. Pence replied that was correct.)

Ed Lucero – I want to reiterate something that someone else said. The traffic does flow. I don't think we should penalize the whole community because of a few bad apples. That one section of society may not obey anything we do, so changes that punish the whole community will not respect new changes either.

Charles Kaminski – Aldine Drive @ 47th Traffic Control – “Do not vote on either option. Direct representatives from TMAD and KTPG to meet under Council Member Gloria's assistance with Traffic Management.”

Gil Sandoval – Short of closing off Aldine Drive or Euclid to reduce traffic, the only temporary solution I see is stop signs. If you ever walk down there, and I haven't seen very many of you walk down there, in a short amount of time you will see the attitude of people there. Where they come out of that intersection their mind is on Fairmont and Interstate 8 and they are moving fast to get there.



John Royal – I am the TMAD chair and I am speaking in that capacity at this time. At the last TMAD meeting we didn't have that many people but the prior one we had a lot of people interested in this issue. We have done some informal polls. TMAD was divided in terms of what we might represent. We decided to wait until we saw this presentation. Last year when the Talmadge Committee came to us to ask for guidance a lot of options got put forth on the table and we quickly winnowed those down to about 10. Some of those came up again today. I can't even stop shaking I am so frustrated. I came here expecting a full discussion of the 10 or so items that I know have come up and I know you are versed on. It seems like you came focused on presenting the stop sign option and this one new option that I don't think has ever been formally presented to the community. The neighbors have given you statistics on what they have seen including over 50(?) accidents. You mentioned that the fire department doesn't want a speed bump but why don't you over-rule them and put one in – you can do that. Mr. Pence replied: When you speak about the accident data that neighbors have reported, if you are speaking about the packet that was handed out tonight then I did look through it. Some of the things they mention are accidents; others are not accidents but are incidents of road rage or speeding or other behavior. With regards to the fire department, I have a very good working relationship with them. They are opposed to a speed bump as a matter of safety due to the detrimental impact it would have on their response times as well as the rocking motion it would potentially put on a patient in an ambulance. I have approached them repeatedly about this and really lobbied them at different levels of the organization asking them to make an exception in supporting this because the community wants some sort of change. They are still against it. To answer your question it is not clear to me that I actually could over-rule them, as you suggest, but even if I could do so I wouldn't do it if they feel this strongly about their position.

Tauny Buettner – I live at 4727 Monroe – right by this intersection. I love Talmadge. We came here from Minnesota and I love the small-town-within-big-city feel. Within a few days, I realized we had to build a gate because I am petrified for the safety of my four-year old. I started calling the police department and they say they can't do anything about it because it is considered a "speed trap" so I started calling Traffic and Engineering. There are a lot of unreported incidents. I am pleading for Traffic Engineering and the community to come up with some solution to the problem. It is obvious that people want it to be safe. It is obvious that people want

At 9:00pm, Tom Hebrank noted that we had reached the scheduled end of the meeting and that our rules require a vote to add time onto the meeting. He also noted that we are supposed to be out of the room by 9:30pm. He asked for a motion to extend the meeting.

John M. Garrison – made a motion to extend the meeting to provide time to read the remaining speaker slips. Bob Coffin seconded the motion and it was approved unanimously.

Guillermo Perez – the city asked me to chop down one of my trees and I did that and I don't know if it has helped the intersection but it has helped my ability to get out. I think we only have a few options. One is the speed bumps and the fire department has rejected that. One is the stop sign and that is what I am in favor of.

Rebecca Richardson- I'm opposed to the stop sign. Can we do a "No Left Turn" at Monroe from 47th or a Right Turn Only" at Monroe from 47th? AND a crosswalk with a set of blinking lights in the crosswalk?

Godwin Higa – a lot of the unreported crashes are people running into the front of my yard. I am in favor of whatever it takes to calm traffic along this area. I think it is shameful on the city and whoever is supposed to be doing something about this. They are pitting us against each other by asking us to debate against each other. They should be doing something that is the best way to calm the street down.



Joyce Desrochers – did not speak but handed in a speaker slip and asked that it be put into the minutes: “40,000x’s in 40 years up and down Aldine – originally single family below E. C. now apartments. Monroe from west should be no left turn or close it off completely. Those residents don’t want it closed completely. Stop signs will cause more rear-end collisions and more congestion. A bigger issue for me is the old Talmadge Realty building eyesore at the corner of Monroe and Euclid. Kensington would never stand for this in their neighborhood.

Maureen Jones – did not speak but handed in a speaker slip and asked that it be put into the minutes: These pictures do not prove that a stop sign would prevent those accidents. It looks like speeders, poor attention, poor driving skills may be the cause – would these people bother to stop at a stop sign?

KTPG MOTIONS AND DISCUSSIONS:

At 9:22pm Tom Hebrank turned the item over to the board members for comment and possible motions.

Bob Coffin made a motion to ask Dion Akers to ask the city to put in the all-way stop. Daniele Laman seconded the motion saying she would like it to be discussed.

John M. Garrison – With respect to Bob and Daniel and all the residents who want some action taken, I don’t think we can make a good decision on something like this in the 8 minutes before we have to be out of the room. Especially when it goes against the city’s recommendation, and especially when our own subcommittee has not voted a recommendation on this. We haven’t even received any documents about it from the city ahead of time. So, I will plan to vote against the motion for those reasons.

Sean Harrison – I don’t think any kind of measure other than the most draconian measure will make any difference whatsoever. I also agree with what John said.

Fred Lindahl – asked for some clarification about traffic connectors and possible turn restrictions. I would like to see some more discussion about types of reflectors. I do like the concept of turn restrictions to try to send people to more major streets.

David Moty – you barely touched on the left-turn at Euclid and El Cajon Boulevard. There needs to be a left-turn signal there to encourage north bound traffic on Euclid to turn onto El Cajon Boulevard. If the root of the problem is traffic volume then we have to address traffic volume.

Kevin Kelly – I am very frustrated because I feel that we the community are being asked to pass on a subject that we are not qualified for. I was hoping to see in the presentation, and no offense to the presenter, because I was hoping to see some real analysis of the different options and what they would do. I haven’t seen that tonight. I have seen pylons used elsewhere and I think they do work. I didn’t even know they were plastic, I thought they were metal and I think people do respect them.

Bob Coffin – “I would like to defend my motion. You folks [the residents of Talmadge] have been dealing with this for 10 years and you’ve got nothing accomplished. We only have one thing in front of us tonight, which is to put up the 3 stop-signs. Gary said he could put them up and we could take them back down if they don’t work.” Bob asked the audience for a show of hands as to who was in favor of putting in a 3-way stop on a trial basis; approximately 10 people raised their hand. Someone clarified that this would be a temporary trial to see how it worked and approximately 2 more people raised their hands (for a total of



approximately 12). Bob Coffin then asked the audience to raise their hands if they are against putting in a stop sign even on a trial basis; approximately 40 raised their hands.

There being no further discussion, Tom Hebrank called the question on Bob Coffin's motion.

In favor: Daniele Laman

Against: Bob Coffin, David Moty, Frank Doft, Fred Lindahl, Gail Greer, Guy Hanford, John M. Garrison, Kevin Kelly, Sean Harrison, Tom Hebrank

Abstained: Tom Adam abstained as he arrived part-way through the discussion.

The motion failed 1-10-1

Tom Hebrank said that he would entertain a motion on "Option B", the plastic pylons, if the KTPG wanted to take a stance on that topic.

Kevin Kelly made a motion to support the design with plastic pylons, Tom Hebrank seconded the motion.

A community member asked why we needed to vote on Option B.

Tom Hebrank replied that KTPG likes to take positions on the record, or at least have the opportunity to do so.

John M. Garrison – This seems to be first time the plastic pylon idea has been presented to the community. I still believe this should be sent to our subcommittee and documents submitted to us ahead of time rather than trying to rush something through.

Tom Hebrank – I would like to clarify that Mr. Pence said he would do Option B anyway even if we don't vote on it.

John M. Garrison – Yes, I do understand that. But I don't want to be on the record voting for something I think is done in haste. We don't have to feel obligated to approve something merely because we think it will happen without our approval.

Pylon – In favor: Bob Coffin, David Moty, Tom Hebrank , Guy Hanford, Kevin Kelly

Opposed: Daniele Laman, Fred Lindahl, Frank Doft, John M. Garrison, Sean Harrison,

Abstaining: Gail Greer, Tom Adam

The motion failed 4-5-2

9:30 KTPG Chair Tom Hebrank adjourned the meeting.

INFORMATION ITEM: ALDINE SLOPE RESTORATION

- This part of the agenda was skipped due to lack of time.

PROJECT REVIEW – TOM ADAM



- This part of the agenda was skipped due to lack of time.

MEMBERSHIP AND COMMUNICATIONS – JOHN M. GARRISON

INFORMATION ITEM – SUBCOMMITTEE REPORT

John M. Garrison mentioned communications subcommittee activities:

- KTPG website (www.ktpg.org) updates (including information on the City's response to KTPG's conditions on Aldine drive)
- Election promotions (2 flyers, press release, web page)
- Communications with organization such as Don Kelly construction – resulting in some website updates also

Connie Terwilliger asked if KTPG had a Facebook page. John M Garrison replied that yes KTPG does have a Facebook. We use it to post reminders about meetings and especially special meetings such as the elections.

2011 KTPG ELECTION RESULTS

KTPG Chair Tom Hebrank and Elections subcommittee chairman Sean Harrison announced that Frank Doft, Kevin Kelly, Daniele Laman, Fred Lindahl, David Moty, Ann Pease, Keith Roudebush, & Elvia Sandoval were each elected to a two-year term.

KTPG LIAISON COMMITTEE REPORTS

At 6:45, Tom Hebrank re-ordered the meeting agenda to take these reports.

Fred Lindahl – City Heights Redevelopment Project Area Committee (CPR-CC) – At that City Heights redevelopment meeting, 3 items of note

Silverado ballroom, located on the corner of Euclid and University Ave. The owner came before the committee and requested just about \$1.2 million to do renovations, including updating the ballroom to the way it was in the 40s and 50s, adding an elevator, modifying the staircase leading to the second floor to meet current ADA specs.

\$900K to Park on Home Avenue. A point of mitigation was to rubberize the road for the length of the park. This would be required for mitigation of noise.

El Cajon Business Improvement Area – lights – approved \$125K for that project.

Fred Lindahl – Talmadge Maintenance Assessment Drive – TMAD – a number of residents came to speak about the Aldine and Monroe intersection, which is on the KTPG agenda tonight so I will not discuss it as this time.



David Moty – our representative to the City Planning Chairs Committee (CPCC) – the main item at the CPCC meeting was to discuss the possibility of lowering the amount of required parking for affordable housing units, or perhaps only for senior-affordable housing.

AGENDA FOR THE NEXT KTPG MEETING

Not discussed.

ADJOURNMENT

Tom Hebrank adjourned the meeting at 9:30pm.