



UNIVERSITY COMMUNITY PLAN UPDATE SUBCOMMITTEE

Meeting Minutes - Tuesday, October 15, 2019

6:10 CALL TO ORDER / ROLL CALL BY CHAIR: Andy Wiese

AW: Summarizes the proceedings for students from the UCSD planning class, and presents a summary of some of the display materials.

Roll Call:

Members present:

Andy Wiese (AW), Keith Jenne (KJ), Roger Cavanaugh (RC), Kris Kopensky (KK), Dinesh Martien (DiM), Debby Knight (DK), Melanie Cohn (MC), George Lattimer (GL), Veronica Ayesta (VA), Katie Rodolico (KR), Joanne Selleck (JS), Laurie Phillips (LP), Anu Delouri (AD), Rebecca Robinson Wood (RRW), Jason Morehead (JM).

Members not present:

Petr Krysl (PK), Andie Hosch (AH), Kristin Camper (KC).

Non-voting Member:

Kristin Camper (KC).

Note: MCAS Miramar representative Kristin Camper does not vote per US Government policy.

City Staff:

Dan Monroe (DM)

Katie Witherspoon (KW)

Some members of the public are identified below as:

Barry Bernstein	(BB)
Nancy Groves	(NG)
Deanna Ratnikova	(DR)
Diane Ahern	(DA)
Justine Murray	(JuM)
Harry Mathis	(HM)
Mark Salata	(MS)

6:19 APPROVAL OF THE MINUTES

Chris Nielsen (CN) to take minutes for this meeting.

Changes to minutes for 9/17 CPUS:

No changes to the minutes.

Motion to approve the minutes for the CPUS meeting on September 17, 2019 by

LP, with KR second:	Yes	12 (Including Chair)
	No	0
	Abstain	2 (MC)(RC).

6:15 NON-AGENDA PUBLIC COMMENT

BB: Refreshments? Child care? Our responsibility to have these things.

MS: Comments on the current traffic and design state of Governor Drive. Recommending that two lanes along Governor into one, turning the outer lane into a bicycle lane. He recommended a roundabout design similar to Bird Rock. He explained the benefits. (See Attachment 1)

BB: Invites all to the UCCA meeting Wed. 10/16. Todd Gloria will be present.

Carol: Mitigations from the elimination of the Regents Road Bridge? She recalls some kind of roundabouts at I-805, for instance.

RC: Echoes MS's comments on Governor Drive, and cites much community interest. There are resources the community can use to further these proposals. Need to review the comments forwarded to Dan on this issue.

AW: (Response): There were presentations in June and July. Should we take RC/MS comments for further discussion?

DM: Forward comments to him and he will consolidate these comments for further review. He will pass them to the Planning Department Transportation planners.

HM: The fire department should be consulted about any new traffic controls for Governor.

DM: Mitigation measures resulting from the removal of the Regents Road Bridge were intended to be incorporated into the CPU process. FBA will come into play at this point.

JS: She is hearing comments from businesses and others about the Trolley bringing in additional homeless. She hopes our response will be compassionate and the VA is included.

6:30 Item 1 INFO ITEM – Refinement of Land Use Focus Area Maps.

DM summarized the land use constraints and areas of no change from 9/17/2019.

First exclude MCAS Miramar, Parks, MHPA, areas where no easement changes will occur. Then exclude single family areas, condos, recent multi-family.

DM presented a map from the consultants representing this starting point, followed by the post it notes that the community added at the last meeting. Since Westfield/Regency areas are at the core of the community this area needs to be a focus area for mobility.

KR: Some condo areas might want to redevelop.

DM: We have four main areas: South UC, the North UC employment focus area, central core around La Jolla Village Dr. & Genesee, and La Jolla Village Square (including the La Jolla Colony Vons shopping center).

DM: Look at focus areas in relation to transit of various kinds, also showing TPAs. Walking is not the only test of proximity to transit for TPA definition.

RRW: SANDAG uses the wrong location for the Nobel Drive Trolley station, so the radius for TPAs as shown on their map is incorrect.

DM: Will check to be sure that the SANDAG map is correct.

JS: The east side of Governor has no transit.

BB: University City Gardens Park.

DM: Could potentially be used for mitigation, owned by the Water Department.

KR: TPA is not realistic near to the 204 near to rail road tracks in the canyon.

DM: This has been refined in the maps.

DM: Shows the North UC employment focus area (Focus Area 1).

GL: Please plot where the Trolley Station is located on the map for ease. Some of the areas are planned development areas (with CC&Rs and/or HOAs). There may also be areas with a restricted number of people allowed due to evacuation issues.

DM: Focus area 2 surrounding UTC is important to the core of the community so it needs to be accounted for in the transportation and other land use issues.

GL: Pressure on some Church areas in Focus Area 2 to sell. There are CC&R's that apply to some areas as well.

DM: Include the churches in case they relocate so that there are guidelines for redevelopment in case this occurs.

DM: Focus Area 3, the area around Nobel and La Jolla Village Square.

JS: The Vons may be part of La Jolla Colony and have CC&Rs.

LP: Most of the area is in the Coastal Overlay Height Zone. Don't see how this could be economically viable to rebuild given the height limits.

DK: Student parking in the area is an issue.

LP: Some students park in the community and rotate the cars every 72 hours. This constrains resident parking. Residential parking permits should be considered for this area.

AD: UCSD is trying to help with parking by adding more.

JS: Need to consider a 30 year planning horizon, and the issues are going to be a moving target.

DM: Did we capture the notes that were posted by the community? The focus areas are just that, locations to concentrate on for the plan update, and just pertain to land use.

MC: What about the Hyatt area and restaurants at the edge?

DM: We could look at that.

LP: Are the Miramar noise contours going to change with the F35's?

DM: Kristin Camper indicates that there is a new study in progress that is unlikely to result in any changes.

DM: Focus area 4, south UC. There may be potential for redevelopment, particularly along the south side of Governor east of Genesee.

Carol: Is the area next to i-805 and Governor under discussion? A flyover from 52 to the 805 was mentioned in the past.

DM: Don't know the status of the park & ride.

LP: Concerns that as we increase density that there may be a shortage of school rooms.

DM: The school district does studies based on anticipated density.

JS: Office area at the east end of Governor should be included in focus area.

DM: No transit in area; noise contour cuts the building, so for this reason it's not part of focus.

JS: Should not be tied to the current MTS.

AW: Is it the case that for the focus areas we are looking at primarily for Mixed Use?

DM: Not necessarily, but Mixed Use would be a consideration.

DM: The idea is to add jobs and residential as the opportunity arises. Note Costa Verde as office/tech is added to the property.

- AW: Need to look at the interface between UCSD and the community along Regents.
- DM: From the comments it seems that the consensus is that we should look the focus areas as defined, and look at the additional plan elements for these areas.
- GL: Can you provide us with a density estimate relative to other areas of the city?
- DM: Can look at Mission Valley and compare. Pockets, or smaller areas, would be more useful.
- DM: CPUS schedule: Urban Design Principles next month, and outlined the schedule through May of 2020.
- DM: Zoning would follow land use scenarios (after May or June 2020). The community atlas has all the existing zones.
- DK: I see making the community bike-able very difficult. Land use is related to this part of the transportation element.
- DM: This is mobility types and concepts. This is the Concept Review Pre Workshop in Feb. 2020.
- AW: Need to integrate land use and mobility.
- JS: Still troubled about the lack of discussion about housing in the community. When does that discussion take place?
- DM: Still doing the research for the housing element update.

8:44 Adjourned.

ATTACHMENT 1

Public Comment by Mark Salata [marksalata@me.com] on Governor Drive traffic:

"For the past few years, I have met with neighbors, spoken with city council member Barbara Bry, and met with city engineers. There are many who wish that Governor Dr. be improved for pedestrian, vehicle, and bicycle safety and changed from the current design. We have three schools and two major parks along Governor Dr. and parents don't feel safe having their children walk across the street. Many have told me of near hits with vehicles, since crosswalks are timed to be on when cars have a green light or drivers see a yellow light and accelerate to push through the intersection without being careful of pedestrians. Cyclists prefer to ride on the sidewalk rather than the street and even the bike lanes that are present are not continuous along Governor Dr.

The posted speed limit is 35mph and when children are around (during start and end of school), it is 25mph. But I know for a fact that many drivers - including parents - will drive over 35mph and are going between 40-50mph along Governor Dr. It is the design of the street, two wide lanes on both sides and multiple traffic lights with some long distances between traffic lights that make it less than a neighborhood street and more like a secondary street to a highway. I have proposed placing roundabouts on Governor Dr and, with a discussion with a city street engineer, found a way that makes sense.

To consider what is possible, we only have to look at the transformation in nearby Bird Rock where multiple roundabouts were installed, and Clairemont Dr., where two lanes on both sides were reduced to one lane on both sides.

Taking into consideration those two and applying it to Governor Dr., a clear picture of how we can make Governor Dr. more safe for pedestrians, cyclists, and drivers is made. We can have the street along major sections be reduced to one lane on both sides, making the outer lane a true cycling lane. With only a single lane at intersections, roundabouts are possible at nearly every intersection between I-805 and Genesee and between Genesee and west past Regents. I know this, in a very rudimentary way, because I took images from Google maps for the roundabouts in Bird Rock and (by the same scale) they fit.

With such changes in design we can address: reduce speeding, reduce noise pollution, improve safety for all, encourage use of bicycles, provide a clear emergency lane even when traffic is heavy (the bicycle lane area, I'd imagine, would be easily cleared during emergencies), reduce waste of gasoline since no cars would be idling (this goes to the Climate Action Plan for the city), and make UC more of a community by improved road design.

In general, roundabouts have clear advantages over traffic lights:

1. Less traffic conflict - there are fewer numbers of conflict points in a roundabout, which means less potential for accidents
2. Greater safety - they lower traffic speed and in the case of Governor Dr should reduce the current speeding down to below the current speed limits. They also eliminate left turns, eliminating the potential for a t-bone accident (one where two vehicles hit perpendicular to one another).
3. More efficient traffic flow - up to 50% increase in traffic capacity
4. Reduced pollution - less stops, shorter lines of cars waiting to move

5. Reduced cost over time - no signal equipment to maintain (and they function in a blackout)
6. Community benefits - traffic calming, most likely increased home values along Governor Dr., and better design along the multiple schools and parks off of Governor Dr.

I am not an engineer and I would appreciate those who are to work on this, but I do think critically and prefer addressing problems like this scientifically. Various data were collected before and after the Bird Rock project and the results are encouraging:

1. Motorists wait for pedestrians to cross - BEFORE = 24 sec; AFTER = 3 to 4 seconds or not at all (this is because pedestrians only have to cross one lane to allow traffic to pass, there is a safe location to wait in the middle)
2. Noise reduction - BEFORE = baseline; AFTER = reduced 77%
3. Driving behavior - BEFORE = start and stop, from 40mph to 0mph; AFTER = reduced to below the speed limit and was continuous
4. Pollution reduction - BEFORE = baseline; AFTER = each roundabout saves 20,000 gallons of gasoline annually

Lastly, on some of the side streets, another design element that could be helpful to consider are traffic circles - all for the same reasons as roundabouts on Governor Dr. You can see details on the handout I have given you. I hope that you will take this into consideration for the University (City) Plan update. Thank you."