



THE BRY BULLETIN

November 2018

A Short Term Rental Setback but not the End



After a multi-year process and numerous public hearings, the City Council in August passed a legally sound short-term vacation rental ordinance that upholds the current zoning law, maintains the character of our neighborhoods, collects transient occupancy taxes, respects the original spirit of the sharing economy and preserves our housing stock for San Diego families, workers and students.

I am disappointed that a corporation reportedly valued at \$31 billion descended upon our city with its unlimited funds and used deceptive tactics to put us in the position of having to either rescind our ordinance or put this measure on the ballot.

If this were to go on the ballot, this large corporation would likely spend millions of dollars. Since the next regular election is not until 2020, our city would endure a two-year freeze on any progress on this issue.

That is why I voted to rescind the ordinance. Rescinding the ordinance returns us to the existing municipal code. Like all other California coastal cities, San Diego uses a “permissive zoning scheme.” Meaning, if the use is not listed, it is not permitted.



Therefore, I have asked the Mayor to follow the lead of Santa Barbara, Carmel, Hermosa Beach, Manhattan Beach, Huntington Beach, Long Beach and over 40 other California cities, and enforce the law.

I am grateful to the many San Diegans who have worked with my office to try and resolve this issue. Please know that while this vote was a setback, it is not the end. I remain fully committed to a short-term rental solution that preserves residential family zoning.

The Mayor's Scooter Regulations Are a Good Start, But Should Go Even Further

Since dockless bikes and electric scooters, now referred to as micro-mobility solutions, began arriving in San Diego in February, my office has received more than 200 complaints. These messages have focused primarily on scooters parked in the public right of way, riders running into pedestrians on sidewalks and scooters thrown into areas where they don't belong, such as beach cliffs and private property.



These companies profit by using our public streets and our sidewalks, which is illegal. Before I was elected to the City Council in 2016, I was a high-tech entrepreneur, and I can appreciate that these companies have developed a brilliant business model and have raised hundreds of millions of dollars.

I want these innovative micro-mobility solutions to flourish. They have the potential to address first and last mile transit issues, and to help the city plan necessary infrastructure and meet its Climate Action Plan goals. Responsible regulation should address data-sharing (currently, we don't even know how many scooters are on our streets at any given time and where they travel) as well as education, infrastructure, public safety and equity (to ensure communities that can benefit the most from these affordable transit options are appropriately served).

While San Diego has been asleep at the handle bars, other cities like Portland and Santa Monica have issued requests for proposals that include a fee structure, operational standards, data-sharing and insurance requirements.

In June, my office presented an informational item to the Budget and Government Efficiency Committee on approaches taken by other cities. Following the committee meeting, I formed a working group with Councilwoman Georgette Gomez. The participants included business, environmental and transit leaders as well as the bike and scooter companies. At the working group's most recent meeting, my office presented a comprehensive framework that received general approval.

I thank the mayor for finally beginning to address this important issue. But I think the city needs to go further, and I am recommending the following.

The mayor's proposal mentions that it will collect fees, but fails to mention how much the city will be collecting and what these fees will be used for. Fees should be used to fund creative educational campaigns and to pay for appropriate infrastructure. This required analysis should be brought through the City Council's Budget and Government Efficiency Committee.



Data should be shared weekly as opposed to monthly, as proposed by the mayor's framework. I have worked to gain the commitment of the UCSD Halicioğlu Data Science Institute to act as a third-party aggregator of micro-mobility data and to provide comprehensive analyses at no cost to the city. A similar partnership has been implemented by Seattle and the University of Washington.

Team BB In the community!

I met with the Life Science Summer Institute graduates who represent another success in our regional efforts to develop young talent for our STEM sectors.



My fantastic staff rode the downtown trolley on Free Ride Day.

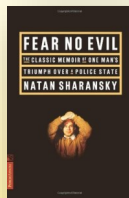


I spoke at JLABS about my vision for our innovation economy. We must work together to link the thriving startup culture in District 1 to talent pools south of 8.



A Brief Break with Barbara

1. What is a great book that you have read lately?



I am reading *Fear No Evil*, the autobiography of Nathan Sharansky, a well-known Soviet human rights activist who was imprisoned for nine years (1977-1986). I am moved by his personal courage and determination to stay true to his values.

2. If you could host a talk show, who would be your first guest?

My late mother Adelaide Bry, my most important role model. I miss her every day.



3. What is one of your earliest childhood memories?

I remember organizing a tea party for my dolls when I was 3 years old. Apparently, I always liked to organize things.

Continued from page 2

The mayor's proposal makes no mention of operational and maintenance requirements, including removal and customer service. At our working group, companies claimed that they would be able to submit detailed maintenance and operation plans, which would identify hours of operation, pricing plans, helmet distribution strategies, etc.

The mayor's plan is silent on equity requirements. A complete and thoughtfully formed framework must ensure micro-mobility options are accessible to all communities of concern. This includes flexible and alternative payment plans and minimum fleet requirements in equity focus areas.

Education initiatives should go beyond in-app notifications of laws and warnings on the physical vehicle. The city should work with providers to strategize on educational campaigns regarding safe riding and responsible parking.

What's clear is that if the city fails to pass responsible regulations, these micro-mobility options are not only going to crash into people, they are going to continue to crash into our city, leaving more than a few bruises behind in its path.

This article was originally published as an Op Ed in the Voice of San Diego.

Update on the Trees in Carmel Mission Park

Work on the trees in Carmel Mission Park will begin on November 13 and is estimated to take four to five weeks. Crews will work from the sidewalk below and cul-de-sacs above to remove 35 trees and to reduce the height of 39 others on the west bank of the park. The plan is to chip the wood being removed and use it as mulch in Carmel Mission and other Carmel Valley parks.

After discussing the project for nearly a year, a community-hired master arborist toured the park on September 17th with arborists from SD&E and the City. All of the professional arborists agreed which trees could be saved through reduction and which ones need to be removed. On September 27th, the Carmel Valley Community Planning Board considered and approved the agreed upon plan. SDG&E will now work with the Carmel Valley Maintenance Assessment District Subcommittee to recommend replacement trees and vegetation to the Planning Board which will be planted next year.

Thank you ahead of time to the neighboring residents for their patience and understanding while this work takes place.



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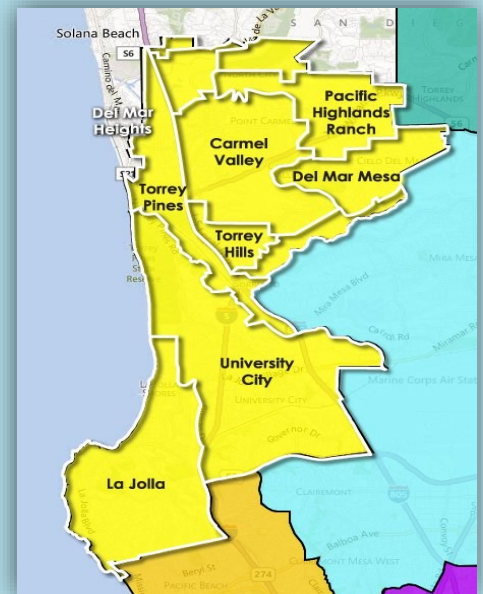
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