

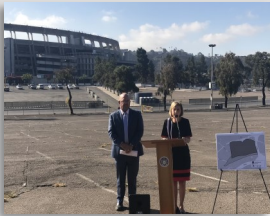


## THE BRY BULLETIN

**October/November 2019**

*The following op ed by Councilmembers Bry and Sherman was originally printed in the San Diego Union-Tribune.*

In 2018, we were on opposite sides of the Measure G campaign. Councilmember Bry was the measure's lead supporter, Councilmember Sherman was its most outspoken critic.



Measure G was approved by voters last November, beginning the process of transferring ownership of the Mission Valley stadium site to San Diego State University.

The people have spoken, their will must be implemented and the promises of the 2018 campaign must be kept. This is why, despite our differences, we have come together to express our concerns about the process thus far and to offer solutions to ensure success.

Unfortunately, and most troubling, the public and the City Council have only recently been officially updated on the progress of negotiations. At the urging of the City Council, the City released the appraisal, and a public hearing took place on October 14. Finally.

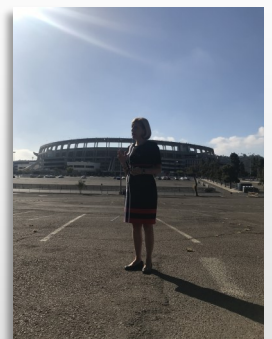
This process has taken too long since the basic outline for a sales agreement was contained in Measure G. But that is often what happens when both parties utilize consultants, who are paid by the hour, and have no incentive to finalize a deal. The sales price, only one of many items to be considered, was to be based on an independent appraisal of the property's fair market value.

We are pleased that on October 14th, the City Council and SDSU finally discussed the terms of the transaction in public and talking to each other directly, without consultants and city officials in the middle. Our goal is to make a deal that honors the voter approved Measure G and has the potential to bring great economic benefits and a beautiful river park.

Our concerns include traffic mitigation efforts included in SDSU's draft Environmental Impact Report (EIR) that appear insufficient. The City of San Diego's Planning Department concluded that "critical elements" of the document are "inconsistent" with city policy and do not match up with Measure G.

The traffic mitigation described in SDSU's EIR consists mostly of traffic signal optimization and a few turn lanes. The EIR does not mitigate for freeway traffic and completely omits the building of the Fenton bridge connection. SDSU has now said that it is prepared to extend Fenton Parkway over the San Diego River which Councilmember Sherman believes is vital to relieve traffic in Mission Valley since the new development would add over 45,000 daily car trips in the area.

SDSU's obligations for traffic and flood mitigation should be no different than what the city currently requires of every other developer building larger projects. Commitments made by SDSU during the campaign must be mandated in the certified EIR and the final sales agreement.



We agree that the final agreement must prioritize river park development and a public transit- oriented plan that minimizes traffic impacts in Mission Valley. The river park has the potential to offer all residents a variety of recreational and ecological opportunities and that must be honored in the agreement.

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## Getting it Done in District One!

### Del Mar Heights:

Traffic Engineering Operations recently completed their study on traffic conditions on Del Mar Heights Road. It looked at traffic congestion and was conducted when school was both in and out of session. The report is available on my Council website at [www.sandiego.gov/citycouncil/cd1/policymemos](http://www.sandiego.gov/citycouncil/cd1/policymemos). The study found that the corner of Mercado and Del Mar Heights Road has met the qualifications for a traffic signal. This will be voted on by the planning board at their November 14 meeting at 7 p.m. at the Del Mar Heights School. Please attend and provide your input.



### University City:

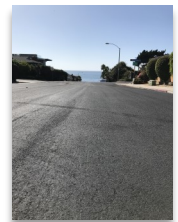
The University Community Plan Update Survey has been completed! The survey, which ran from May to the end of June, focused on identifying community priorities and recommendations for mobility, housing, nonresidential development, and parks and public spaces within the University City planning area. I'm proud that University City had 1,607 responses, which is high in comparison to most other surveys conducted for plan updates across the City of San Diego. If you are interested in being a part of the University City community plan update process, you are invited to attend the meetings which are held every 3rd Tuesday of the month at University City High School. More information can be found at: <https://www.planuniversity.org/>.



### La Jolla:

Over 10 miles of streets in La Jolla will be improved. Major streets including Pearl Street and La Jolla Boulevard will receive a new slurry seal coat. Cave Street and Coast Boulevard from Prospect to the lifeguard station will also receive new concrete panels.

If you would like to know more about the city's process to repave and repair streets, please go to <http://streets.sandiego.gov/#>.



### Carmel Valley:



At my office's request, Caltrans has installed "Yield to Pedestrians" signage for southbound traffic on Carmel Valley Road turning right onto westbound SR-56. The intersection is used by pedestrians and cyclists as well as cars as they connect to the bike path running along the south side of SR-56. Unfortunately, the existing double right-hand turn makes it difficult for drivers to see pedestrians and cyclists crossing the intersection on the same green light. The new signage will promote pedestrian, cyclist and auto safety while not contributing a great deal to the congested traffic exiting Pacific Highlands Ranch in the morning.



## Team BB In the community!

I was proud to be in the company of amazing female investors to talk about the challenges that women face in the workplace.



My dedicated team participated in Coastal Cleanup Day. It's always eye opening to see how much trash and debris that are collected.



I walked with a group of spirited seniors and then met with them to talk about public safety, housing, transportation and the impacts of scooters on our city.



## A Brief Break with Barbara

1. What is a good book/article that you have read lately?



I recently met Ben Lou and his mom, Jenny Huang. Ben has muscular dystrophy and is this year's MDA San Diego Ambassador. Jenny had mentioned that Ben loves writing and sent me some of his writings. One is a short story called "Te Quiero, Papa," which was inspired by the recent caravan event. The other is a poem, "Goodbye Lucy," which was written on the day that his sister left for Berkeley. Ben is such an inspiration and a fantastic writer.

2. What's one thing that can instantly make your day better?  
Building legos with my grandkids.

3. What TV family most reminds you of your own?  
Modern Family.

## Brews with Bry in Del Mar Heights



Our most recent Brews with Bry took place in the Del Mar Heights community. We had a great turn out and discussed the Traffic Engineering Operations study that examined traffic conditions on the corner of Mercado and Del Mar Heights Road.

Some were in support and others were in opposition to a traffic signal being installed on that corner. I'm encouraging all Del Mar Heights community members to provide their feedback at the November 14 Planning Board meeting at 7 p.m. at Del Mar Heights School.



Thank you to all of the residents who came to Brews with Bry. If you weren't able to attend this time, I hope that you can make the next event. It's a great opportunity to hear from District 1 residents on the issues that matter most to you and your neighbors.



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Councilmember Bry believes public transit for event goers, residents, students and employees should take precedence over adding more cars in Mission Valley. If we can't build a transit dependent community here, we can't do it anywhere.

We also agree that SDSU should pay the fair market value for the property and should take over site operations as soon as possible to relieve city taxpayers of the obligation for maintenance and operation of the site. Every day this transaction is delayed, it costs the city more money and prolongs the development process.

While the City Charter delegates authority for negotiating the sales agreement to the Mayor, it also clearly delegates exclusive authority to the City Council to review the agreement and determine that it's fair and equitable for San Diego taxpayers.

That is why the public hearing, which the City Council demanded, is an important step in reaching a final agreement. Continued secrecy and delay threaten to undermine public trust and support.

San Diego has a dismal reputation of stalling important projects because of petty politics and differences. SDSU West is too important to suffer the same fate. That is why, despite our differences, we are coming together to ensure that the SDSU West project is a success that will positively transform our region. This is what San Diego voters expect and deserve.



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