

FILE LOCATION: NONE

COUNCIL ACTION: (Time duration: 2:03 p.m. – 2:04 p.m.)

MOTION BY MADAFFER TO CONTINUE TO MONDAY, SEPTEMBER 18, 2006, FOR FURTHER REVIEW. Second by Frye. Passed by the following vote: Peters-yea, Faulconer-yea, Atkins-yea, Young-yea, Maienschein-yea, Frye-yea, Madaffer-yea, Hueso-not-present.



ITEM-332: University City North/South Transportation Corridor Study.

Matter of approving, conditionally approving, modifying or denying an application to consider project alternatives for the University City North/South Transportation Corridor Study as analyzed in Environmental Impact Report No. 27445. The Environmental Impact Report contains seven (7) project alternatives: (1) the Genesee Avenue Widening, (2) the Regents Road Bridge, (3) the Genesee Avenue/Governor Drive Grade Separation, (4) the Regents Road Bridge and Genesee Avenue Widening, (5) the Regents Road Bridge with Genesee Avenue/Governor Drive Grade Separation, (6) the Limited Roadway Changes, and (7) the No Project Alternative. The City Council will select one of the alternatives and also consider certification of the Environmental Impact Report.

(See Report to City Council No. 06-102. University Community Plan Area. District 1.)

**MAYOR SANDERS' RECOMMENDATION:**

Take the following actions:

(R-2006- ) ADOPTED AS AMENDED AS RESOLUTION R-301787

Authorizing the Mayor to proceed with the implementation of the Regents Road Bridge Alternative;

Certifying that the information contained in Project No. 27445 has been completed in compliance with the California Environmental Quality Act and State CEQA Guidelines, and that said Environmental Impact Report reflects the independent judgment of the City of San Diego as a Lead Agency;

Stating for the record that the final EIR has been considered prior to selecting the Regents Road Bridge Alternative;

Adopting the Findings and Statement of Overriding Considerations;

Adopting the Mitigation, Monitoring and Reporting Program for the Regents Road Bridge Alternative;

Initiating a community plan amendment to delete the Genesee Avenue Widening Alternative from the University Community Plan;

Directing the City Attorney to prepare the appropriate resolutions.

**SUPPORTING INFORMATION:**

The Mayor is recommending selection of the Regents Road Bridge Alternative due to the following social and economic benefits:

- Improved Connectivity within University City;
- Reduced Emergency Response Time;
- Improved Emergency Access;
- Improved Recreational Access to Rose Canyon; and
- Proportionate Distribution of Local Traffic.

The question of whether or not to build the Regents Road Bridge has been the subject of considerable discussion over the last two decades. However, connection of Regents Road across Rose Canyon has been proposed as part of the transportation plan for the University Community Plan and the preceding Master Plan since 1959. In addition to the Regents Road Bridge, Genesee Avenue has been identified in the community plan as a six-lane facility between Nobel Drive and SR-52. Currently Genesee Avenue is a four-lane road with an eighteen foot median. The 1987 community plan proposes widening to a six-lane primary arterial.

In 2003, the City decided to undertake a comprehensive study of ways to improve transportation between South and North University City. The overall goal of this study was to explore options to the Regents Road Bridge. To assist in this effort, the City hired a consulting team and established a 30-member Public Working Committee (PWC) composed of residents and representatives from local businesses and organizations. Over a period of six months, the City, its consultant and the PWC met to discuss a variety of ways to relieve congestion in the University City community. Ultimately, seven alternative approaches to relieving traffic were identified. These alternatives included various combinations of the following roadway changes: a) Widening Genesee Avenue to six lanes in accordance with the UCP; b) Connecting Regents Road across Rose Canyon with a bridge in accordance with the UCP; and/or c) Creating a grade separation at the intersection of Governor Drive and Genesee Avenue.

The grade separation concept was identified during the PWC process as means of improving traffic on Genesee Avenue by eliminating the bottleneck caused by the at grade intersection. Six combinations of these elements as well as the No Project Alternative were selected for evaluation in an Environmental Impact Report (EIR). The EIR was structured to give an equal level of analysis to each alternative to enable the decision makers to select a preferred course of action to relieving traffic congestion in the UCP area.

**FISCAL CONSIDERATIONS:**

Implementation of the Regents Road Bridge Alternative would require design and refinement of the preliminary estimates. The first stage of implementation would be design and would require future council action for a consultant agreement. A Community Plan Amendment to delete the Genesee Avenue Widening Alternative would likely be a General Fund supported activity to complete land use and other community plan level studies and process necessary to support the deletion action.

**PREVIOUS COUNCIL AND/OR COMMITTEE ACTION:**

Consultant Agreement (R-297850) adopted April 21, 2003; First Amendment to Consultant Agreement (R-301102) adopted December 5, 2005.

**COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:**

The City conducted an extensive public outreach program. In addition to the PWC process, the City established a web site to pass along information and status about the study as well as published periodic newsletters. The City also hosted two public meetings in the community to convey information and receive comment on the alternatives.

**KEY STAKEHOLDERS:**

The Regents Road Bridge Alternative does not involve any property owners or businesses with a direct financial interest in the proposed alternative. The Final EIR concludes that implementation of the Regents Road Bridge Alternative would result in significant impacts related to land use and planning, biology, noise, neighborhood character/ aesthetics, landform alteration, geology/soils, recreation, hydrology/water quality, cultural resources, paleontological resources, and human health and public safety. Impacts related to neighborhood character/aesthetics, recreation and landform alternation were found to be unmitigable.

Boekamp/Haas/KS

Staff: Kris Shackelford – (619) 533-3781

**FILE LOCATION:** MEET

**COUNCIL ACTION:** (Time duration: 2:05 p.m. – 7:57 p.m.)

Testimony in opposition by Linda Colley, Patricia Wilson, Petr Krysl, James Mayfield, Daniel Arovas, Kevin Wirsing, Deborah Knight, Mel Hinton, Eric Bowlby, Michael Beck, Marco Gonzalez, Katherine Williams, Reyna Shigetomi-Toyama, David Hopkins, Gregory Zinser, Michael White, Buzz Brewer, Karin Zirk, William Huston, Richard Ledford, Jesse Knighton, Fred Saxon, Barbara Scheidker, Charles Pratt, Shelley Plumb, Walker Fillius, Margaret Fillius, Robert Riffenburgh, Y.C. Wu, Kim Wu, Don Booth, Lyn Booth, Jerry Streichler, Jim Peugh, Karen Bender, Everett Biegeleisen, Wendy Sue Biegeleisen, Edward Smith, David Kacev, Les Kacev, Tershia d'Elgin, Chris Redfern, Pamela Colquitt, Kenneth Liebler, Alan Hamel, Meagan Beale, Marilyn Dupree, Jeanette Lancerat, Bonnie Houn, and Julie Kerr.

Testimony in favor by Harry Mathis, Marcia Munn, Miriam Brown, Peter Hekman, Robert Gleason, David Cherashore, Larry Tucker, Julie Tunnell, Clark Fernon, Jim Schmidt, Scott Alevy, Lori Salva, Deborah Horwitz, Debra Gutzmer, Ben Weinbaum, Dave Potter, Daniel Aruta, Carole Pietras, David Sanderfer, Elizabeth Hill, Steve Ziegler, Bob Parson, Dana May, Paul Anderson, E.T. Lipscomb, Chuck Sweet, John McQuown, Robert Ed Munn, Joseph Gray, Gerald Kendrick, Peter Garratt, William East, Judy Brinner, Nancy Renner, Carol Stultz, Kay Brown, Barry Braun Coggan, Elaine Jacobsen, Edward Richardson, Kevin Elliott, and Daniel Pick.

MOTION BY MADAFFER TO ADOPT THE RESOLUTION AS AMENDED TO: 1) MOVE THE MAYOR'S RECOMMENDATION; 2) DIRECT STAFF TO FIRST PREPARE FINAL DESIGN FOR THE LIMITED ROADWAY IMPROVEMENTS PORTION OF THE REGENTS ROAD BRIDGE PROJECT ALTERNATIVE AS DESCRIBED IN THE FINAL ENVIRONMENTAL IMPACT REPORT; 3) ADD A PROFESSIONAL ARCHITECT, WITH EXPERIENCE IN BUILDING AND DESIGNING BRIDGES OVER CANYONS OR LAGOONS, TO THE PROJECT TEAM IN ORDER TO PROVIDE AESTHETIC DESIGN TO THE PROJECT; 4) DIRECT THAT THE DESIGN INCLUDE TRAFFIC CALMING AND IMPROVED TRAFFIC LIGHT OPERATIONAL CHANGES ON ALL ROAD PORTIONS OF THE PROJECT; 5) THE REGENTS ROAD BRIDGE PROJECT DESIGN SHOULD IMPROVE VEHICULAR MOBILITY AND CIRCULATION, PEDESTRIAN MOBILITY AND CIRCULATION, SAFETY AND EMERGENCY ACCESS, RECREATIONAL VALUE IN THE AREA, AND BICYCLING MOBILITY AND CIRCULATION; 6) INCLUDE \$4,000,000 IN THE REGENTS ROAD BRIDGE FACILITIES BENEFIT ASSESSMENT PROJECT BUDGET TO FUND ADDITIONAL IMPROVEMENTS TO RECREATION IN THE CANYON SUCH AS LIMITING NOISE TO THE GREATEST EXTENT POSSIBLE, TRAFFIC CALMING MEASURES, WALKABILITY, PROFILE/LIGHT PENETRATION STRUCTURE DESIGN, HABITAT RESTORATION IN THE CANYON, PLUS RECREATIONAL IMPROVEMENTS SUCH AS PEDESTRIAN ACCESS AND BIKE ACCESS TO THE CANYON FROM THE NORTHERN AND SOUTHERN SIDES OF REGENTS ROAD, AND IMPROVING BIKE TRAILS IN ROSE CANYON, THAT HAVE BEEN PROGRAMMED AND INCLUDED IN THE BIKE MASTER PLAN, IN ADDITION TO OPERATIONAL CHANGES REFERENCED EARLIER IN THE MOTION, AND OTHER ELIGIBLE IMPROVEMENTS IDENTIFIED IN THE ROSE CREEK WATERSHED OPPORTUNITIES ASSESSMENT; 7) THESE IMPROVEMENTS SHOULD COME BACK TO THE COUNCIL FOR APPROVAL AT THE SAME TIME AS THE BRIDGE DESIGN; 8) FINALLY THE INTENTION IS THAT THE PROJECT BE FULLY FUNDED BY THE NORTH UNIVERSITY CITY FACILITIES BENEFIT ASSESSMENT; 9) DIRECT STAFF TO REMOVE ANY TRANSNET FUNDING FROM THE PROJECT; AND 10) DIRECT THE CITY ATTORNEY TO DRAFT A RESOLUTION FOLLOWING THIS ACTION. Second by Hueso. Passed by the following vote: Peters-yea, Faulconer-yea, Atkins-nay, Young-yea, Maienschein-yea, Frye-nay, Madaffer-yea, Hueso-yea.