

**Mira Mesa Community Planning Group  
Draft Agenda & Public Notice**

**Date/Time:** Monday, November 18<sup>th</sup>, 2013 7:00pm

Location: Vulcan Materials Conference Room, 7220 Trade Street, San Diego CA 92121

**Action/Information:** All items noted as (Action) items may be moved/seconded as a Question for discussion and vote. All items not so noted will be information items.

**Order of Consideration:** Items on this agenda may be discussed in an order different than shown here for the convenience of elected officials, representatives of government agencies or other participants. The Chair will present such changes in the order of consideration for unanimous consent if there are no objections, or subject them to a motion/second and 2/3 vote as indicated by Robert's Rules (11<sup>th</sup> Ed., pg. 363).

**Call to Order** – In attendance:

1. Non-Agenda Public Comments: 3 Minutes per speaker. No discussion will be entertained nor action taken at this meeting on matters raised in Non-Agenda Public Comments, but a matter may be referred for further study and possible action at a future meeting.
2. Adopt Draft Agenda (Action)
3. Adopt Previous Meeting Minutes (Action). The minutes will be circulated among the members of the Executive Committee as a PDF document prior to the meeting via email. An opportunity to request corrections will be made at this point in the meeting. Should no such requests be made, the Chair will deem the minutes adopted by unanimous consent.
4. Old Business
  - a. Casa Mira View Update
    - i. Construction at Mira Mesa Blvd. and Hibert (roughly Denny's on the east side of the I-15) will be discussed.
    - ii. Possible mural on the next parking garage will also be discussed.
    - iii. Other general updates on the project.
  - b. AT&T Antennae at Maddox Park (Action)
  - c. Disposition of the formal complaint against the Chair.

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5. New Business
  - a. Mayoral Candidates (This item will be taken up first if any of the major candidates are available to attend the meeting. As of the publishing of this agenda, David Alvarez has confirmed.)
  - b. Pacifica Companies will be developing a vacant lot at the Carroll Canyon Business Center (Carroll Canyon Rd. & Camino Ruiz). The envision using it for public storage. The adjacent lot had its PID amended to support this use and their application will eventually require a similar PID amendment.
  - c. T-Mobile Windy Ridge (Project # 333462) (Action)
  - d. Joint Recreation Council / Planning Group Subcommittee for FBA Park Projects (“FBA Park Project Ad Hoc Subcommittee”). (Action)
6. Elected Officials/Government Agencies
  - a. United States Congress – California 52<sup>nd</sup> District
  - b. California Senate – District 39
  - c. California Assembly – District 77
  - d. San Diego County – Board of Supervisors District 3
  - e. San Diego – Mayor’s Office
  - f. San Diego – City Council District 6
  - g. San Diego Unified School District
  - h. MCAS Miramar
  - i. CalTrans
7. Announcements: 2 Minutes per speaker. Community groups are encouraged to promote awareness of their events at this point in the meeting.
8. Reports
  - a. Report of the Chair
    - i. SANDAG has published an update of the TransNet tax program. See attached.
    - ii. The City has provided a preview of the Food Truck municipal code amendments. See attached.
  - b. Transportation Subcommittee
  - c. Stone Creek Subcommittee

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- d. SD Ice Arena Cell Phone Antennae Applications Subcommittee
- e. Community Planners Committee
- f. Los Peñasquitos Canyon Citizen's Advisory Committee

Adjourn: 8:30pm – 9:00pm

**From:** [Maglaras, Diane](#)  
**To:** [Undisclosed recipients:](#)  
**Subject:** TransNet: 25 Years of Keeping San Diego Moving  
**Date:** Tuesday, November 12, 2013 10:09:41 AM

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## Greetings,

This year, the San Diego Association of Governments (SANDAG) is celebrating the 25th anniversary of *TransNet*, the local half-cent sales tax for transportation in San Diego County. We invite you to take a moment to recognize what *TransNet* has accomplished for our region. Thanks to *TransNet*, numerous upgrades to our transit system, highway network, and local streets have been completed, as well as a variety of habitat conservation efforts. Many *TransNet* projects have garnered [awards](#) for excellence and innovation from organizations such as the California Transportation Foundation and the American Society of Civil Engineers.

*TransNet* has kept projects moving in the San Diego region, even during the depths of the Great Recession. In recent years, SANDAG and our partner agencies were able to capitalize on lower construction and financing costs to advance projects and save taxpayer money. These construction projects help fuel our regional economy. In general, every billion dollars in expenditures is estimated to create 12,000 jobs directly and indirectly.

The San Diego region has benefited from a wide range of improvements funded by the [TransNet Early Action Program](#):

## Transit Projects

- SPRINTER commuter rail service between Oceanside and Escondido
- COASTER commuter rail service between Oceanside and San Diego
- Trolley system enhancements, including extensions to Santee, Old Town, Mission Valley, La Mesa, and San Diego State University; modernization of the Green and Orange lines
- *SuperLoop*, a circular bus system serving the North University City area of San Diego, including UC San Diego

## Highway Projects

- Widening and realignment of SR 76 from Oceanside to I-15 (The last segment from South Mission Road to I-15 is expected to be completed in 2015.)
- Widening SR 78 and upgrading several interchanges
- Completion of SR 56, I-5 to Carmel Country Road and Black Mountain Road to I-15
- Extension of SR 52 from I-15 through Santee to SR 67
- Completion of the I-15 Express Lanes from Escondido to San Diego

Public acquisition of South Bay Expressway/SR 125 and subsequent reduction of tolls by up to 40 percent

- Completion of SR 125 from SR 54 to SR 94 and from I-8 to SR 52
- Construction of HOV lanes on I-5 (Manchester Ave.) and I-805 (Carroll Canyon Road)
- Creation of a multi-modal transit center at the 47th Street Trolley Station to provide access to the planned Bus Rapid Transit service along I-805
- Expansion of SR 54 to connect South Bay and East County communities
- Contributions to support border infrastructure and goods movement on SR 905 and SR 11

*TransNet* goes beyond funding highway and transit infrastructure. It also supports local street improvements, smart growth, environmental conservation, and transit operations.

- A share of *TransNet* revenue goes directly to cities or the county for local street improvements.
- The *TransNet* Smart Growth Incentive Program provides grants to municipalities for compact, transit-oriented development.
- The *TransNet* Environmental Mitigation Program funds the protection and restoration of native habitats. Under the program, more than 3,300 acres of environmentally sensitive land have been preserved as open space.
- *TransNet* provides funds to support efficient transit operations, as well as discount passes for seniors, youth, and persons with disabilities.

In the coming decades, *TransNet* will continue to finance major initiatives to preserve and enhance this region's quality of life, including extending the San Diego Trolley to the University City area of San Diego, launching a Rapid bus network, and building more than 40 bike projects throughout the region. For more information on *TransNet*-funded projects, visit [KeepSanDiegoMoving.com](http://KeepSanDiegoMoving.com).

Please consider sharing these *TransNet* accomplishments with your stakeholders, partners, and constituents through email/newsletters, websites, and social media. SANDAG looks forward to partnering with you and your organization in the coming years to complete these projects, make the best use of our *TransNet* dollars, and keep San Diego moving.

Sincerely,

Gary L. Gallegos  
Executive Director  
SANDAG

Jack Dale  
Chair  
SANDAG Board of Directors



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# Summary of Proposed Land Use Regulations and Permit Process for **Mobile Food Trucks**

## **I. What is a Mobile Food Truck?**

Mobile food trucks are motorized vehicles from which food or drink (prepared on-site or pre-packaged) is sold or served to the general public, whether consumed on-site or elsewhere. They are retail food facilities and health regulated businesses subject to San Diego Municipal Code Chapter 4, Article 2, Division 1 and Section 54.0122. Each food truck operator must obtain a County Health permit with annual permit fees, pass annual health inspections, and display a certification sticker and health letter grade.

## **II. Brief Description of Proposed Code Amendments**

Proposed code amendments would create a new land use category for mobile food trucks and establish new land use regulations in Land Development Code Section 141.0612. As proposed, Mobile Food Trucks would be allowed as a limited use in the citywide Community Commercial, Neighborhood Commercial, Regional Commercial, Office Commercial, Visitor Commercial and all Industrial zones; conditionally permitted in the Centre City Planned District; and would be “not permitted” in the citywide open space, agricultural, residential, and commercial-parking zones, the Gaslamp Planned District, or within the public right-of-way in the Parking Impact Overlay Zone (beach impact area and campus impact area). A new ministerial permit approval process would be created for mobile food trucks on private property. Minor clean up amendments to Section 54.0122 and Chapter 15 Planned Districts would clarify applicability to downtown and would remove inconsistencies and outdated requirements.

## **III. What City Approvals would be Required?**

Mobile food trucks would be permitted as a “limited use” in industrial zones and most commercial zones, which means they would be permitted where in compliance with the regulations in Section 141.0612.

### **A. Mobile food truck operators that maintain the following would not be required to obtain a City permit:**

1. A valid business tax certificate issued by the City Treasurer to operate within the City of San Diego. (Prior to commencing operations and prior to City issuance of a business tax certificate, a zoning use certificate approval from the Development Services Department would be required in accordance with LDC Section 123.0302); and
2. A County Health permit in good standing in accordance with the San Diego County Code Title 6, Division 1.
3. No City permit would be required for operations of a mobile food truck within the public right-of-way in accordance with Section 141.0612. If operations would result in the assembly of 50 people or more on public

property, City Manager approval of a Special Events Permit is required-SDMC Section 22.4004.

4. No City permit would be required for catering of a private event in accordance with Section 141.0612(d) or for service to an active construction site in accordance with Section 141.0612(e).

**B. Mobile Food Truck Permit to Operate on Private Property:** A Mobile Food Truck Permit would be required for operations on private property, except that a Mobile Food Truck Permit would not be required for catering of a private event, service to an active construction site, or operations on the property of a school, university or hospital with the express consent of the property owner. The permit would be issued by staff and would be non-appealable. The permit submittal requirements would be minimal (general application, site plan, current photos of the location, and permit fees). As proposed, the permit would require an annual renewal fee with payment of annual business taxes.

**C. Permission required to operate within a Business Improvement District (BID):** San Diego's BID program is administered by the City's Office of Small Business. San Diego's BIDs are City designated geographic areas where business owners are assessed annually to fund activities and improvements to promote the business district. The City partners with various merchant associations representing the assessed business owners including BIDs for Adams Avenue, City Heights, College Area, Diamond, Downtown, East Village, El Cajon Boulevard, Gaslamp Quarter, Hillcrest, La Jolla, Little Italy, Midway, Mission Hills, North Park, Ocean Beach, Old Town, Pacific Beach, and San Ysidro. To operate within a BID, notarized authorization would be required from the BID and the mobile food truck operator would be required to pay a prorated assessment in exchange for approval to operate within participating BID locations. (As proposed, food trucks would not be permitted within the Gaslamp Quarter BID.)

**D. Conditional Use Permit required within the Centre City Planned District:** Existing Section 156.0308 Table A indicates that *Mobile Food Facilities* require a Conditional Use Permit in the CCPDO Core, Neighborhood Mixed-Use Center, Employment Residential Mixed-Use, Ballpark Mixed-Use, Waterfront Marine, Mixed Commercial, Residential Emphasis, Public/Civic, Public Facilities, and Park/Open Space zones, and are "not permitted" in the CCPDO Industrial, Transportation, or Convention Center/Visitor zones.

**IV. Locations mobile food trucks would not be permitted:** As proposed, mobile food trucks would not be permitted in citywide open space, agricultural, residential, and commercial parking zones, the Gaslamp Quarter Planned District (Ch 15/Art 7), or within the public right-of-way in the Parking Impact Overlay Zone (Ch 13/Art 2/Div 8), including the beach impact area (Map C-731) and the campus impact area (Map C-795).

**V. Performance Standards:** See proposed Section 141.0612 for all proposed requirements. Following is a summary of the most significant regulatory criteria.

**Bathroom Requirement:** The mobile food truck operator and his/her employees would need to secure written permission to use permanent sanitation facilities located not more than 200 feet from the location where the mobile food truck will be operated. The operator must maintain a notarized copy of the written permission within the vehicle and provide evidence upon request by an authorized City official.

**Clear Path of Travel:** To operate in the public right-of-way, mobile food trucks would be required to park adjacent to a paved sidewalk (not parkway) that contains a minimum width of 8 feet, free and clear for pedestrian passage, as measured perpendicular to the face of the curb.

**Equipment/Operations Self Contained in Vehicle:** All associated equipment and operations would need to be self contained within the mobile food truck. No furniture, umbrellas, generators, extension cords, objects or *structures* shall be placed outside of the vehicle (except for required refuse and recycling containers).

**Hours of Operation:** Mobile food truck operations would not be permitted between the hours of 10:00 pm and 6:00 a.m. Sunday through Thursday, or between 11:00 p.m. and 6:00 a.m. Friday and Saturday, in any location within 1,000 feet of residential. Food truck operations on private property would be limited to a maximum of 3 days per week.

**Minimum space required per food truck:** On private property, a maximum of one mobile food truck would be allowed for each 1,500 square feet of paved, level parking area on a site. The 1,500 square foot area could not include any off-street parking spaces that are reserved, encumbered, or designated to satisfy the off-street parking requirement of a business or activity that is operating at the same time as the mobile food truck.

**Proximity Limitations:** Mobile food trucks shall not operate less than 25 feet from a street intersection with a crosswalk, traffic light, stop sign, bus stop or trolley stop; within 500 hundred feet from any public educational facility (K-12 school), measured in a straight line to the nearest point of the school building, between 7:00 a.m. and 4:00 p.m. on regular school days (except with the express consent of the owner or lessee of the property); or in the public right-of-way if within 75 feet of the entrance to a street level eating and drinking establishment (except with notarized authorization from the owners or proprietors of the affected eating and drinking establishments).

**Trash Requirement:** The mobile food truck operator would need to provide one trash receptacle and one recycling receptacle conveniently located for use by patrons and in a location that does not impede pedestrian or vehicular traffic. All litter or debris generated within a minimum of a 25-foot radius of the food truck would need to be collected and removed by the mobile food truck operator.