

# Midway-Pacific Highway Corridor Community Plan Update Advisory Committee Meeting

## **DRAFT Meeting Summary**

February 19, 2014

3:00- 5:00 pm

San Diego Community College District  
Continuing Education Center, West City Campus  
3249 Fordham Street Room 208, San Diego CA

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### **The following were present:**

<b>City Staff:</b>	Tait Galloway, Elizabeth Ocampo Vivero, Steve Bossi
<b>Consultants:</b>	Christine Babla
<b>Committee Members:</b>	Walter Anderson, Celeste Grant, Tod Howarth, Cathy Kenton, Melanie Nickel, Kurt Sullivan, Mike Swantson, Kristy Swantson

**Meeting was called to order by Chair Melanie Nickel at 3:30 with a quorum,  
immediately following the North Bay Community Planning Group meeting**

- 1. Opening Remarks:** Opening remarks were made by Tait Galloway.
- 2. Non-Agenda Public Comment:** None
- 3. Approval of Meeting Summaries for the November 20, 2013 CPUAC meeting:** The summaries were approved by the Committee.
- 4. Presentation of Community Plan “Discussion Draft”**
  - Elizabeth Ocampo briefed the community on the land use designations proposed within the Community Plan for each district and village.

### **Comments:**

- The heavy commercial designation in the Camino Del Rio District would be located on small lots and the zoning would need to change to accommodate that designation.
  - Tait Galloway explained that the zoning packages for those small lots can be tailored to allow setbacks and parking to suit the smaller lots. He also explained that the industrial designation can remain if that is what the community desires.

- Would it be feasible to develop the proposed roads?
  - Tait Galloway explained that the next step is to model how the proposed roads would affect traffic and then to evaluate how the proposed roads would be financed. He further explained that the proposed roads would provide alternate routes for local trips and help to reduce traffic volumes from the existing roads.
- Would it be possible for Greenwood Street extension from Kurtz to Sports Arena Blvd to be developed as a pedestrian-only pathway?
  - Tait Galloway explained Greenwood Street could help to address vehicle traffic. It would include pedestrian-friendly facilities.
- Would it be possible for Sherman Street to be extended from Kurtz Street to Sports Arena Boulevard and have the existing portions of Sherman Street and Greenwood Street function as a one-way street?
  - Tait Galloway explained that the extension of Sherman Street can be considered, and that existing Greenwood Street and Sherman Street could potentially function as couplets.
- What would the green streets and boulevards proposed within the plan include?
  - Tait Galloway explained green streets would include bicycle facilities, pedestrian facilities, and landscaping. He further explained that green streets in the community would support the bay-to-bay link. He explained that boulevards would enhance pedestrian and bicycle facilities and would create a sense of place for people entering and traveling through the community.
- Would connecting Cauby Street to Midway Drive help alleviate traffic issues along Midway Drive when turning at Rosecrans Boulevard?
  - Tait Galloway replied that a Cauby Street could be considered as part of the traffic modeling process.
- Would it be possible to prioritize development of bicycle facilities along Sports Arena Boulevard? This would be especially important because Midway Drive is a difficult road for bicycling.
  - Tait Galloway explained that it could be possible to have more immediate action to incorporate bicycle facilities along Sports Arena Boulevard, but that would require the removal of existing on-street parking.
  - There was a consensus that removal of on-street parking along Sports Arena Boulevard to develop bicycle facilities would not be detrimental to community parking needs.

- Does the plan allow for underpass elimination at Barnett Avenue and Pacific Highway?
  - Tait Galloway responded that the plan would propose removing the grade separations along Pacific Highway at Barnett Avenue, Witherby Street, and Washington Street.
- Would the 30-foot height restriction still apply to development in the Dutch Flats Urban Village?
  - Tait Galloway explained that the restriction would apply to all development in the community, and that any proposed to exceed the 30 foot height limit subject to Proposition D would be subject to a City vote.
- Would the proposed parks be sited where shown on the land use maps?
  - Tait Galloway explained the location of the parks is conceptual. Parks could be incorporated as part of residential development or as part of employment uses to serve residents and/or workers. He added that the concept is to create parks that are defensible spaces with buildings surrounding them. Parks have the potential to be privately owned and maintained but open to the public.
- The plan should consider relocating the County Health Services facility.
- Access to the airport rental car facility from the trolley station should be considered in the traffic models.
  - Tait Galloway explained that access to the rental car facility would be included in the traffic model analysis.
- Tait Galloway asked the group if there is a consensus to proceed with traffic modeling based on the conceptual land uses presented.
  - There was a consensus that the City should proceed with traffic modeling.

## **5. Overview of Next Steps:**

Tait Galloway explained that traffic modeling will proceed for the conceptual land uses in the draft Community Plan.

## **6. Closing:** The meeting was closed by Tait Galloway at 5:00 PM.