

Notice of Special Meeting

Midway-Pacific Highway Community Planning Group Agenda

Note: New meeting location at the Urban Corps, see address below. Please park on the street.

DATE: Monday, September 10, 2018

**PLACE: Urban Corps of San Diego
3127 Jefferson Street
San Diego, CA 92110**

TIME: 3:00 PM

1. Action Item:

- a. Changes to Midway Community Plan update, specifically 2.4.8 Kurtz District, Item LU-4.50.
- b. Other changes to the Midway Community Plan contained in the attached document.

MIDWAY-PACIFIC HIGHWAY COMMUNITY PLAN

Document Edits List

Revisions made to the draft Midway-Pacific Highway Community Plan since release of the April 2018 draft include the following edits as the result of subsequent comment provided by the public, Planning Commission, and Smart Growth and Land Use Committee and review by City Staff:

Land Use Element

2.2 LAND USE FRAMEWORK

- LU-2.2** Encourage residential mixed-use in areas designated Neighborhood Commercial – Residential Permitted to support pedestrian-scale activity ~~nodes for neighborhood and~~ livability.
- LU-2.4** Support live/work and shopkeeper units in ~~Heavy Commercial areas~~ to allow space for arts and innovation.
- LU-2.5** Allow ground-floor shopkeeper units to be incorporated on the primary street frontage in commercial areas within in buildings with residential as the primary use.
- LU-2.118** Support small lot development within residential areas.
- LU-2.89** Design mixed employment-residential use developments in areas designated Business Park – Residential Permitted with employment use as the primary use to maintain an employment base in the community.
- LU-2.10** ~~Support live/work in Urban Industrial designated areas to support artisans and innovators.~~ Consult and coordinate with the U.S. Navy regarding proposed development projects or public improvements in proximity to NBPL properties.
- LU-2.11** ~~Support small lot development within residential areas.~~ Support the presence of the NBPL – SPAWAR facility in the community.

2.4.2 DUTCH FLATS URBAN VILLAGE

- LU-4.3** Support the continued ~~operation~~ use of the U.S. Navy's Regional Plant Equipment Office NBPL properties in the Dutch Flats Urban Village for military purposes.
- LU-4.4** ~~Support the continued use of the U.S. Navy's Regional Plant Equipment Office for military purposes, and encourage new development on the site to integrate the complex into the village while maintaining security and force protection.~~ Should the U.S. Navy elect to undertake development on its property in the village, encourage the Navy to consult the Community Plan's vision of development that is integrated into the village while

maintaining security, as well as policies on pedestrian-oriented urban design and mobility improvements.

LU-4.9 Incorporate new streets and pedestrian and bicycle facilities within the superblocks as new private development occurs to create a walkable scale for new development and improve north-south access.

LU-4.14 Incorporate a main street with pedestrian-oriented retail uses into the village.

2.4.8 KURTZ DISTRICT

LU-4.49 Work with ~~the U.S. Navy~~ property owners to improve the streetscape and pedestrian and bicycle environment along Pacific Highway and Witherby Street ~~fronting the NBPL– SPAWAR complex without compromising security.~~

LU-4.50 ~~Maintain the presence of the NBPL– SPAWAR complex in the community as the U.S. Navy’s premier research and development facility~~ Support the continuation of military uses on NBPL property in the Kurtz District.

- A.** ~~Should the U.S. Navy elect to redevelop the existing NBPL– SPAWAR complex~~ undertake development on its property in the Kurtz District, encourage the Navy to consult the Community Plan’s vision of development that could serve as the district’s focal point of the district while maintaining security ~~and, as well as~~ policies regarding pedestrian-oriented urban design and mobility improvements.
- B.** Consult and coordinate with the U.S. Navy regarding ~~any proposed development projects or public mobility and streetscape improvements adjacent to the NBPL– SPAWAR complex along Pacific Highway and Witherby Street~~ to achieve improvements without compromising the security of NBPL facilities.

2.4.11 KETTNER DISTRICT

LU-4.82 Provide and emphasize physical ~~and visual~~ access to San Diego Bay via Sassafras, Palm, and Laurel Streets, and maintain bay views from the public right-of-way at Kettner Boulevard and Redwood, Palm, and Olive Streets as feasible.

LU-4.84(E) ~~Maintain~~ Provide view corridors opportunities to San Diego Bay where feasible.

Mobility Element

3.2 WALKABILITY

Figure 3-2: Multi-Use Urban Path System

Revised per the Planning Commission’s recommendation to add arrows to the map to show how the multi-use urban path system would connect to adjacent communities.

3.4 TRANSIT

ME-4.13 Support the implementation of the Intermodal Transit Center (ITC), as planned in the Regional Plan.

- A. Coordinate with SANDAG, MTS, NCTD, Caltrans, San Diego County Regional Airport Authority, San Diego Unified Port District, and the California High Speed Rail Authority during the planning, design and construction process for the Intermodal Transit Center (ITC) facility to address the needs of the Midway - Pacific Highway community.

3.5 STREETS AND FREEWAY SYSTEMS

ME-5.10 Coordinate with SANDAG and Caltrans to recommend future ramp connections between the following locations: northbound Camino del Rio West and I-5 South to enhance regional access for Midway - Pacific Highway and adjacent communities as well as airport access.

- I-5 East to I-8 North
- I-5 South to I-8 West
- Pacific Highway (northbound) to I-5 North
- I-5 South to Pacific Highway (southbound)
- Camino del Rio West (northbound) to I-5 South

ME-5.11 Coordinate with SANDAG, Caltrans, and the California Coastal Commission for the implementation of the I-8 East to I-5 North and I-5 South to I-8 West connector ramps to enhance regional access and reduce congestion for Midway - Pacific Highway and adjacent communities.

- A. Coordinate with SANDAG and Caltrans to support the initiation of a project study report to evaluate the engineering feasibility of the connector ramps.
- B. Coordinate with SANDAG to program the connector ramps in the Regional Plan and prioritize their completion.

ME-5.11.12 Coordinate with SANDAG, Caltrans, and the San Diego County Regional Airport Authority, San Diego Unified Port District, and California Coastal Commission to reduce congestion on community streets from vehicles traveling to and from San Diego International Airport through the implementation of airport- and/or regionally-funded transportation improvements, which could include:

- Direct access connection from I-5 to the San Diego International Airport.
- Connector ramp from northbound Pacific Highway to I-5 North
- Connector ramp from I-5 South to southbound Pacific Highway

ME-5.13 Coordinate with SANDAG, Caltrans, and the U.S. Navy to study the feasibility of an extension of Barnett Avenue to the Old Town Avenue/I-5 interchange to enhance regional access and reduce congestion for Midway - Pacific Highway and adjacent communities. Consider potential impacts to the Old Town San Diego community in the feasibility study.

ME-5.1214 Support an engineering feasibility study to analyze potential grade separation of Camino del Rio West from Rosecrans Street to the I-5/I-8 interchange to separate regional traffic from local traffic.

ME-5.1315 Support implementation of traffic control improvements at the Hancock Street/Old Town Avenue/I-5 Southbound Ramps intersection and the Old Town Avenue/Moore Street intersection. Improvements could include intersection reconfiguration and/or alternative traffic control (e.g. roundabouts) at these closely spaced intersections.

ME-5.1416 Ensure efficient movement and delivery of goods to retail commercial and industrial uses while minimizing impacts on residential and mixed-use neighborhoods.

3.7 TRANSPORTATION DEMAND MANAGEMENT

ME-7.10 Coordinate with SANDAG and the U.S. Navy to reduce congestion for Midway - Pacific Highway and adjacent communities from vehicles traveling to and from Navy Base Point Loma through the implementation of federal- and/or regionally-funded employee shuttle between Navy Base Point Loma, SPAWAR, and the Old Town Transit Center during morning and afternoon peak travel periods with parking for Navy Base Point Loma employees at SPAWAR.

Urban Design Element

INTRODUCTION

Revised per the Planning Commission's recommendation to more clearly describe the existing urban design conditions and articulate the urban design vision for the community.

4.1 URBAN FRAMEWORK

Figure 4-1: Urban Design Framework

Revised per the Planning Commission's recommendation to zoom in on the community plan area and provide notes regarding the features on the map. A new map key has been added with supplemental information.

Public Facilities, Services, and Safety Element

6.5 SEA LEVEL RISE

PF-5.1 Utilize best available scientific information to assess sea level rise vulnerability for existing and planned infrastructure and development.

Implementation Chapter

11.3 FUNDING MECHANISMS

- Establishing an Enhanced Infrastructure Financing District (EIFD) to finance public infrastructure and facilities included in the Community Plan and IFS. These may include, but are not limited to, pedestrian and bicycle facilities, new streets, street improvements, intelligent transportation systems, parks, recreation facilities, urban forestry, and storm water facilities. An EIFD can fund infrastructure and public facilities with property tax increment from the City's share of the property taxes collected in the district.