

Kearny Mesa Community Plan Update Subcommittee
Meeting Minutes for March 23, 2017 [\(Revised\)](#)

Subcommittee Members in Attendance:

☐ Allen Chan ☒ Dave Dilday ☒ Sherman Harmer ☒ Michael Huntoon ☒ Tim Nguyen ☒ Andrea Roasati
☒ Buzz Gibbs ☒ Mark Olsson ☒ Kate Phin ☒ Ed Quinn ☒ John Turpit ☒ Ping Wang ☒ Paul Yung

1. Call to order at 11:35 by John Turpit, Chair. Introduces Seth Litchney, Community Planner.
2. Jeff Murphy, Planning Department Director spoke on the Community Plan Update process
 - a. Question: Ed Quinn asks about balancing of industrial uses and the future of manufacturing. Answer: Jeff Murphy and Seth Litchney – we will determine through the process.
 - b. Question: Sherm Harmer asks to explain the Climate Action Plan in the context of the Community Plan Update. Answer: Jeff Murphy – Will determine mode share goals in Transit Priority Areas.
 - c. Question: Ping Wang –how do we coordinate in the future with Jeff Murphy. Answer: Jeff says that Seth Litchney will be the point of contact.
 - d. Question: Ping Wang asks about the future Regional Transportation Plan. Answer: SANDAG is working on Regional Transportation Planning.
 - e. Question: Dave Dilday asks what is driving the Community Plan Updates. Answer: Murphy – Worked with Mayor’s office to develop work program to prioritize CPU areas.
 - f. Question: John Turpit asks about future transit funding. Answer: Bill Anderson with AECOM says that localities have to match federal funding.
 - g. Ping Wang says that we need to plan for transit in the Regional Transportation Plan

Agenda items:

3. Approval of minutes
 - a. The board voted approval 13-0-0 unanimous approval.
4. Elect a subcommittee Vice Chair
 - a. Andrea Roasati provides an explanation of what she wants to accomplish as vice chair.
 - b. Tim Nguyen provides an explanation of what he wants to accomplish as vice chair.
 - c. The board took a vote: 5 votes for Andrea Roasati, 7 votes for Tim Nguyen, 1 abstained. Tim Nguyen is elected Vice-Chair.
5. Presentation on Draft Map Atlas by Liz Drake, with AECOM
 - a. The purpose of the existing conditions review is to understand opportunities and constraints for change.
 - b. Quinn asks to define compact development in relationship to Smart Growth Employment Areas.
 - c. There is mention about the possibility of expanding the Smart Growth Areas.
 - d. There is discussion about the differences in zoning and land-use and how we can address that through the planning process.
 - e. Buzz Gibbs noted that the PIL [designation was approved by the KMPG in 2008 to protect employers from sensitive receptors \(residential, K-12 schools, daycares, etc\). Since that time, the Development Services department has used the PIL designation to prohibit certain types of jobs \(other than manufacturing, although allowed by zone\) from occupying space in buildings in PIL uses. That was NOT the intent of the Planning Group when it approved the PIL. “I believe the PI designation should be changed to Prime Employment in Kearny Mesa to](#)

eliminate ambiguity and welcome the types of employers driven by the exploding technology sector and marketplace.” map was not something the KMESA Planning group thought necessary. Employment Land is a preferred term by the Planning Group, but the Atlas uses “industrial land” term some places, then employment land in others. PIL map confuses the zoning—creates ambiguity which we are trying to avoid

- f. John Turpit agreed with Buzz’s comments and asked that the PIL overlay, employment land definition, and all things relating to this topic be placed on all future agendas until the item is resolved or at least the lines of differentiation are established. PIL created BIG ambiguities in the General Plan and this update needs to avoid them.
 - g. Industrial Uses will be an item on a future agenda.
 - h. Public comment: Britney Wallace identified the need to differentiate between Smart Growth Opportunity Area and Smart Growth Employment Area.
 - i. Public comment: Ty Miller- definitions are important.
 - j. John Turpit indicates the importance of eliminating ambiguity.
 - k. Public comment: Ty Miller- Zones within zones to create villages example: Pine Wood Social in Nashville.
 - l. Buzz mentions work from Sue Peerson’s UCSD planning students.
 - m. Public comment: Karen Ruggles with HG Fenton wants to revisit Prime Industrial discussion.
 - n. Gibbs: Infrastructure Map on going Master Plan Update.
 - o. John: Should Gibbs Airport be there? The Santa Monica airport is closing.
 - p. Public comment: Rod Propst Deputy Director of City Airports says the airport isn’t going away. In addition to the Master Plan effort, when the City purchased the land, the title documents indicate the City will operate the airport in perpetuity.
6. AECOM group activity to identify areas of change and areas of stability:
- a. Paul Yung- Convoy St area for change.
 - b. Andrea Roasati- No more single-family housing.
 - c. Tim Nguyen- Convoy district for change. Hickman Field is an asset, but is underutilized.
 - d. Buzz Gibbs- Trailer park in NW is area for change.
 - e. Buzz Gibbs- South of Aero is area for change. Sherm Harmer agrees and sees potential for village. Dave Dilday agrees too.
 - f. Allen Chan- S of 52 and E of Convoy, but is identified as vernal pool.
 - g. Ping Wang- Room for change on Convoy and connections to Clairemont Mesa and Balboa.
 - h. John Turpit- identified the area bounded by Aero on the south, 52 on the north, I-15 on the east, and 163 on the west as needing a greater FAR than 0.5. More traffic will result from this increase, so let’s get started studying ways to accommodate the increased traffic. AECOM has provided very good existing conditions (A thru F). Have their traffic engineer work on identifying what mitigation will be required and where to relieve traffic generated by increased employment density.
 - i. Gibbs- rather than an increase in the FAR, could we increase employment density by assigning ADTs site by site? They have worked in Collins Allred park, Spectrum, and Daly Center. Tim mentioned ADTs sometimes cause a “black market” for ADTs. Andrea noted Vehicle Miles Traveled (VMT) is replacing the ADT terminology.
 - j. Public comment: Ty Miller- mentions nodes and corridors, Ruffin Road and Balboa are opportunity areas- Mark Olsson responds that Ruffin Rd is too congested.
 - k. Andrea Roasati- We may switch to VMT instead of ADT
 - l. Public comment: Karen with H G Fenton- focus on gateways to the community
 - m. Ping Wang- We don’t know what the future of technology is, should plan to accommodate rapid technological growth

- n. Public comment: John Corrente- East on 163 at Clairemont Mesa should be studied for new-tech employment, heavy employment, and uses at varying hours
- o. Public comment: Ty Miller mentions that there should be a streetscape vision- this can be a future agenda item, uses Solana Beach as an example.
- p. Public comment- Brittany Wallace talks about the importance of place-making.
- q. Tim Nguyen wants to discuss meeting time options next month.
- r. Quinn- asked if the City has already identified where density will occur? Seth responded- that information will be forthcoming, and did not want to present it and stifle thoughts.

Attachment: COMMUNITY PLAN UPDATE

SUB-COMMITTEE MEETING # 2

March 23, 2017

WRITTEN , HAND DELIVERED ITEMS GIVEN TO CHAIR AFTER THE MEETING ADJOURNED.

TY MILLER

1)Flexibility in density and zoning code that would make transit oriented retail & restaurant, medical office , fitness, church & Mixed use zones within KM in various walkable hubs or "villages" similar to city zoning but within KM employment land zones

2) vertical density that makes sense and creates livable employment land In center of San Diego.

JOE SKRYSAK

We own approximately 60 acres on the west side of Kearny Mesa bordered by 1805, Clairemont Mesa Blvd., Convoy St., and Ronson Road. This includes the former K-Mart site currently occupied by Zion Market. As a long time land owner in Kearny Mesa, we are interested in participating in the planning process that is being conducted by this subcommittee and the City of San Diego to evaluate and amend the Kearny Mesa Community Plan.

We believe that the Floor Area Ratio in Kearny Mesa is too restrictive. We are hopeful that, through this planning process, there will be opportunities to upgrade older and under-utilized industrial and commercial properties in Kearny Mesa. Case in point would be the K-Mart property which we believe would be a good candidate for a mixed-use project which could include commercial and residential uses.

JOE SKRYSAK
VICE PRESIDENT
McGRATH DEVELOPMENT

KMCPU OPPORTUNITIES & CONSTRAINTS MEMO

The purpose of the Opportunities and Constraints graphic is to highlight areas where Community Plan Update policies may most effectively reinforce Kearny Mesa's existing assets, and areas of likely transition where changes in land use and intensity are more feasible or appropriate to support the goals of the community. The figure highlights three major community features that impose site constraints on development opportunities.

1. Aviation operations at Montgomery-Gibbs Airport generate noise and potential safety impacts on surrounding areas. Airport compatibility policies limit or avoid new land uses that are sensitive to aircraft noise, minimize concentrations of people, and ensure that tall structures and other uses of land do not cause hazards to aircraft.
2. Contiguous areas of Prime Industrial Land (PIL) east of SR-163 along Ruffin Road and Balboa Avenue limit development potential for non-industrial or non-supportive uses in surrounding areas. The City's PIL policy seeks to maintain or expand industrial land use designations, preserve or apply strict industrial zoning, and limit public assembly and sensitive receptor uses. The graphic shows a 500-foot buffer around Kearny Mesa's PIL to indicate areas where adjacency to industry could create compatibility issues.
3. Naturalized slope and canyon areas on the east side of the planning area and sensitive habitat areas along the northern side of the community just south of SR-52 also restrict development opportunities.

Areas of potential transition with limitations, as identified by the graphic, indicate areas where design and mobility strategies are appropriate but changes in land use and intensity may be less dramatic to maintain compatibility with the development constraints associated with nearby existing uses.

During the March meeting, Sub-Committee members suggested several other potential areas of opportunity in Kearny Mesa, including an area to the north along Convoy Street and Hickman Field and a nearby manufactured housing area. Based on further analysis, development or redevelopment in these areas would face environmental constraints or could be inconsistent with City priorities to preserve opportunities for open space and affordable housing.

OPPORTUNITY AREAS

Based on analysis and Sub-Committee input gathered, the graphic shows five Opportunity Areas. The areas suggest initial priorities for continued discussion and analysis and do not represent specific recommendations for land use and development. Potential Community Plan strategies will explore opportunities to refine or protect existing land uses, build on economic opportunities, enhance sense of place and urban design character, improve connectivity, and expand transit and active transportation options in line with community goals.

Opportunity Area 1: Clairemont Mesa West

This opportunity area is characterized primarily by one to two story non-residential development along Clairemont Mesa Boulevard between I-805 and SR-163 and includes one of the Smart Growth Employment Areas identified by SANDAG.

Opportunity Area 2: Clairemont Mesa East

A range of non-residential development facing Clairemont Mesa Boulevard between SR-163 and Ruffin Road characterizes this opportunity area. This area is adjacent to and could build on the second Smart Growth Employment Area, as identified by SANDAG, and leverage future planned transit improvements.

Opportunity Area 3: Convoy Corridor

This opportunity area focuses on the existing Pan Asian district along Convoy Street and features sub-areas to reflect varying land use conditions and development opportunities along the corridor.

Opportunity Area 4: Prime Industrial Land

This area is defined by the Prime Industrial Land uses, as identified by the City and offers opportunities to build on the economic and employment strength of contiguous industrial areas.

Opportunity Area 5: Aero Drive

This area is south of Aero Drive between the airport and the adjacent Serra Mesa community. This opportunity area could build on existing residential development to create a more cohesive, neighborhood character.

- Kearny Mesa Community Plan Boundary
- ① Opportunity Area 1: Clairemont Mesa Blvd West (SGA)
- ② Opportunity Area 2: Clairemont Mesa Blvd East / Ruffin Rd (SGA)
- ③ Opportunity Area 3: Convoy Corridor
- ④ Opportunity Area 4: Prime Industrial
- ⑤ Opportunity Area 5: Aero Drive
- Opportunity Areas with Limitations
- KM Proposed Gateway
- KM Existing Gateway
- ➔ Conceptual Future Mobility Hub Location
- ➔ Conceptual Pedestrian Connections
- Commercial Footprints
- Multi Habitat Planning Area
- Canyons
- Parks
- 500' Industrial Prime Buffer
- Prime Industrial Area
- Montgomery - Gibbs Executive Airport
- Smart Growth Employment Areas
- 60 dB CNEL
- Airport Field Safety Zones

