

# FORUM ON LAND USE AND ECONOMIC PROSPERITY

## MIRA MESA COMMUNITY PLAN UPDATE

### TRANSCRIPTION: SMALL GROUP FLIPCHARTS NOTES

#### Miramar Gateway (N. Causman)

- Underground transit
- Consider wind challenges for the aerial skyway concept
- Mixed-use will be effective for residents that don't need to drive
- MCAS Miramar uses should stay the same
- Concern about supporting businesses that serve the same use (e.g., home improvement)
- Prepare for the next recession with flexibility and placemaking focus
- Current uses are more people friendly and not focused on prime industrial uses
- Would like to know property owners' intentions
- Not in noise zone, but will not avoid noise complaints
- Invest in improvements to public realm on Miramar Rd
- Connect the uses on either side of Black Mountain Road
- Create night-time activities on east side of Black Mountain Road
- Create trails along the norther edge of the focus area
- Scenarios 1 and 2 don't allow enough flexibility to let the market to decide highest and best use
- More transit is necessary, particularly with transit corridor
- Medical and hospital uses are needed (nothing exists between Rancho Bernardo to Kearny Mesa)
- Increase night activities
- North Gate's 24-hour access requires addressing protection issues
- Topography to Stone Creek creates challenging access issues (Black Mountain Road, Activity Road and Camino Ruiz)
- Scenario 3 is preferred for flexibility
- Views into Stone Creek parks could be an amenity for redevelopment
- Address height limits
- Address the viability of ground floor retail spaces
- Most flexible scenario is preferred
- Include 45 dwelling units to the acre with improved mobility options
- It is destination-oriented, but needs an improved appearance along the corridor

### **Sorrento Mesa #1 (M. Prinz)**

- City should survey Water Ridge to determine current transit usage
- Calle Cristobal to Sorrento Valley Blvd should have a transit focus
- Camino Santa Fe requires additional shuttle service
- Increased transit options are needed for residential uses, including circulator options
- Importance of multi-cultural diversity
- Need for separated bike facilities
- Need for places for arts
- Great place to raise a family
- Scenario 2 creates a balance of needs, but transit is necessary to ensure success
- Scenario 3 is attractive, including shopping opportunities at Plaza Sorrento
- Walkability across Mira Mesa Blvd is a major challenge
- Need for park space
- Possibility to limit transfers between UCSD and Mira Mesa College
- Overall: Transit is the priority, with most support for Scenario 3

### **Sorrento Mesa #2 (M. Pangilinan)**

- Maintain (employment) character of the area
- Retail/restaurants will need residential and other services to support these uses
- Increase supply of residential
- Reduce employee commute patterns
- Increase transit connectivity
- Address the economics of the cost of the land versus the cost of developing residential
- Do not impact prime industrial
- New residents need transit options
- Problem of mixing industrial with residential
- Identify key areas/segregation of uses
- Plaza Sorrento has a higher opportunity than other locations
- Barnes Canyon as less opportunity vs. Lusk
- Use topography as a buffer, when feasible.
- Prefer Scenario 1
- Sorrento Mesa is not urban – be careful about mixing industrial and other uses
- Increase transit access to the area
- Need to strike balance of uses

## **Sorrento Mesa #3 (D. Monroe; L. Lind)**

### *Areas of importance:*

- Employment
- Contribution to City of San Diego
- Industrial growth and expansion
- Addressing sensitive receptors near industrial facilities
- Balancing cyclists versus other modes
- Interest in the aerial skyway option
- Consider examples of bike infrastructure in other countries
- Attract high end jobs but also add housing to balance commute patterns
- Military is a large employer
- Understand long term plans for large employers
- Mira Mesa Blvd is a barrier: create roundabouts and flex lanes for transit
- Engineers come from Rancho Penasquitos and need connections (i.e., Camino Santa Fe)
- Most people don't ride bikes in Sorrento Area

### *Scenarios*

- West – technology, office environments (vertical)
- East – manufacturing, more truck/distribution (horizontal)
- Central – Scenario 3, more mixed use
- East – more mixed use with Scenario 3. More 24-hour activity; match land use and zoning for change areas; connect to Carmel Valley
- East – declining residential opportunities due to manufacturing
- Central – Scenario 2
- West – Scenario 3
- Better utilization of land and parking lots
- Connect over Los Penasquitos Canyon, including skyway and active transportation
- Attract more small business
- Increase experience/character/after work activities
- Let business decide on design, and not dictated to them
- Restaurants allowed by right
- Add services (e.g. Dry clean)
- Scenario 3 provides flexibility for mixed use areas for long term

### *Big Ideas*

- Connectivity from north (Carmel Valley) and University/UCSD
- Support for aerial connection at Camion Santa Fe
- Some mixed use along Mira Mesa Blvd, but mixed intensity per the scenarios

- Scenario 3 for the western portion, including use of the tram
- Demand for residential is high
- Experience live-work-plan

## **TRANSCRIPTION: COMMENT FORMS**

### **Miramar Gateway Table**

#### *Form #1*

- Consider underground transit/subway
- Consider wind challenges for the tramway concept
- Mixed use for residential and commercial
- Encourage industry to be pollution-free

#### *Form #2*

- Prefer Scenario 3 as it is more flexible
- Create 24-hour/night-time activity area from Black Mtn Rd to I-15 and Miramar Rd to Carrol Center Rd.
- Create "Little India" cultural hub from Black Mtn Rd to Padgett St, and Miramar Rd to Activity Rd
- Connect new 24-hour activity area and Little India area (see tabletop map)
- Provide trails/pedestrian/bike access from the new "Stone Creek" development to the north side of Mira Mar Gateway area (vehicle access is not possible due to elevation differences)
- Invest in landscaping and visual improvements on both sides of Miramar Rd
- Make Miramar Gateway a destination, like Gaslamp and Little Italy

### **Sorrento Mesa Tables**

#### *Form #1*

- Consider "roundabouts" for better traffic flow
- Dudek is spot on.
- Create incentives for developers to address parking
- Create incentives for key projects to support the planning goals and benefit the city
- Create a clean air initiative to include trees and EV vehicles

#### *Form #2*

- Deliver transportation first.
- Development as described by the planners is impressive.
- Walkability would be improved in Scenario 3 if Mira Mesa Blvd was submerged below the development on both sides
- A solid road would be an improvement over the skyway

#### *Form #3*

- Transit area overlooks/onto sensitive areas – easier than Calestown (?)

- Continued (?) SUB and Carrol Canyon Rd – do not connect easily to Mira Mesa Blvd.
- Proposed transit network
- Trails (?) Canyon

*Form #4*

- AICUZ vis-à-vis mixed use - Carrol Canyon Rd - Calle Cristobal/Sorrento Valley Blvd
- Carroll Canyon Rd needs to be completed as part of 3Roots/Stone Creek and must include transit elements
- Calle Cristobal/Sorrento Valley Blvd would make a superb transit corridor but has not been considered
- Changes to the MCAS Miramar AICUZ will precipitate changes in mixed use in Sorrento Mesa
- Please insure that the Mira Mesa Community Planning Group is the chief source of info on Mira Mesa

*Form #5*

- Great ideas on moving people! Aerial Skyway is great. Dedicated bus lanes with reliable cost of transit. Just got back from Lucerne and it was the best bus transit I have seen where people choose to use it in lieu of the car
- Did not see any connection to Scripps Ranch!
- Mixed use and bicycles and pedestrians are top priority
- Introduce/encourage new parks!

*Form #6*

- We all agree it's important to balance jobs and housing
- The employers here in Mira Mesa attract strong talent
- Housing alone will not bring people here.
- Please also consider the quality of the schools. Those of us with families take this very seriously and besides cost, is typically the most important factor when choosing where to live
- This is why people choose to live in Poway, Scripps Ranch, Carlsbad, Encinitas, La Jolla, etc. These areas have great schools.

*Form #7*

- The group recognizes the need to accommodate new housing but many folks are quite opposed to having "more people in my town" and would like to see them somewhere else. However, what is best for the community is Scenario 3 as long as transit/mobility is also improved and made a priority. None of the scenarios would succeed as long as transit/traffic/mobility remains unchanged. The group recognizes the need to provide housing close to employment areas.

*Form #8*

- Employment in Mira Mesa is 80K in and 30K out each day

*Form #9*

- Need better transit options. Better bus routes. Faster routes
- Need more recreational options for residents. Mira Mesa 50 to 90 acres short of park space
- 80,000 people, 2 community parks