

11:30 start, Topaz location.

CALL TO ORDER—two members absent(Chan,Tim) but came within 5 minutes.

APPROVAL OF MINUTES FROM MARCH 23.

1. Buzz Gibbs corrected item 5e as follows:  
the PIL designation was approved by the KMESA planning group in 2008 to protect employers from sensitive receptors (residential, K-12 schools, daycare, 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 Prime Industrial Land areas. That was NOT the intent of the Planning Group when it approved the PIL. I believe the Prime Industrial 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.
2. Tim Nguyen asked about items 5(o.) and 5(p.) He wanted clarification that the airport would remain in perpetuity, and why. Wayne Reiter, City of San Diego, Airports Program Manager responded saying when the City purchased the land, the title documents say “in perpetuity”. Turpit asked Reiter to provide the sub-committee the title documents from 1947 proving ownership in perpetuity exists.

Minutes were approved by unanimous vote.

INTRODUCE LISA LIND OUR NEW PLANNER AFTER SETH LITCHNEY LEFT THE CITY OF SAN DIEGO.

1. Lisa joined the City less than a year ago.
2. She is working under Brian Schoenfisch as was Seth Litchney.
3. Previously Lisa worked for a private planning and environmental firm and a community development agency in East San Diego County.

MONTGOMERY FIELD MASTER PLAN UPDATE STATUS

1. Current plan is over 30 years old and lacks proper planning.
2. FAA agreed to fund the update (1 million) and the rest will come from the airport enterprise fund.
3. C&S engineering firm was selected to complete the update. and some of the items discussed that will be performed are outreach, inventory of existing conditions, look at economic impacts, perform CEQA, and look into an extension of the runway from 3,400lf to 4,600lf. This will allow bigger, heavier jet aircraft to land. Landing more weight takes a longer runway.
4. Wayne said that Grant Assurances allowed the City to own the airport in perpetuity. These may only run for 20 years.

Website is: [SDairportplans.com](http://SDairportplans.com)

Public Comments:

- Safe walk/bike way requested along Aero and around airport.
- AECOM and C&S engineering should work together on this
- Wayne was asked to present to the entire Kearny Mesa Planning group very soon.

WEBSITE LAUNCH FOR THE UPDATE Lisa Lind announced the Update will have its own website. [website.kearnymesaconnected.COM](http://website.kearnymesaconnected.COM)

DRAFT MAP ATLAS—OPPORTUNITIES AND CONSTRAINTS MAP -AECOM , NICOLLE WRIGHT

Based on information presented in the Map Atlas and input gathered from the Subcommittee at the March meeting, Nicolle Wright presented a graphic developed to show Draft Opportunities and Constraints Areas within Kearny Mesa. There are five general areas throughout the plan area that have been identified as potential areas for additional analysis and consideration for focused change or stability. The areas

presented do not represent specific recommendations for land use and development, as they have environmental or other constraints that limit opportunities.

The Subcommittee had several comments about opportunities in areas north of Clairemont Mesa Boulevard such as the Copley Drive area, the existing mobile home park, and open space areas east of Convoy at the Community Plan boundary. In response to a question about whether the NW corner of Kearny Mesa should be added as an opportunity area, given the recent proposal for a safety training facility brought forward to the planning group, it was discussed that the NW corner was constrained and not listed as one of the main opportunity areas at this stage. Gibbs noted the trailer park has a single-family overlay, limiting redevelopment. Turpit asked if the trailer park was individual lots under each trailer or trailers were leased. George Coleman, Jr., the co-owner of the trailer park was in attendance and said the trailers were leased, not owned on separate parcels, which would make redevelopment easier. The consultant informed that these areas and a few areas discussed by the Subcommittee were not included, and were not added as opportunity areas due to a variety of constraints including presence of sensitive habitat, City policy to preserve affordable housing stock, sound contours and height limitations from MCAS Miramar, and level of current development in the area.

- Opportunity Area 1- is along Clairemont Mesa Boulevard between I-805 and SR-163 and includes one of the Smart Growth Employment Areas identified in the grant from SANDAG. It is primarily non-residential land uses with large setbacks from the street and a mix of small and large parcels. Subcommittee members asked that additional information on the SANDAG Smart Growth Employment Areas be provided.
- Opportunity Area 2- includes Clairemont Mesa Boulevard between SR-163 and Ruffin Road and is made up of non-residential development. The area east of Clairemont Mesa Boulevard is a good employment area with public transport proposed. This area is adjacent to, and could build on, the second Smart Growth Employment Area identified by SANDAG, and leverage future planned transit improvements expected to run on Clairemont Mesa Boulevard. A mobility hub is planned in the area and improved connections to the 'Spectrum' Smart Growth Employment Area are recommended.
- Opportunity Area 3-Area 3 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. There are 4 subareas: North, Central, Auto, and South. The area north of "auto zone" is out of the airport safety zones and could accommodate residential unlike the areas to the south which are shown on the map as 'with limitations' due to the safety zones. Locating car dealers under the airport departure path results in fewer buildings and less risk to life. The 'auto zone' also supports existing businesses and provides consideration for the type of operations and circulations requirements of their business. However, not all auto dealerships along Convoy are located in the 'auto zone.' In general, the south subareas are less pedestrian friendly and not considered suitable by the Subcommittee for residential, including south of Balboa. Comments were provided that all of the Convoy corridor should be pedestrian friendly although a mixed-use node could be in the north or central portion.
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- Opportunity Area 4-This area is defined by the Prime Industrial Land uses, as identified by the City's General Plan. This area builds on existing, contiguous industrial uses. A 500 foot buffer is shown to indicate areas where land use changes (if any) could have impacts on Prime Industrial lands. The Subcommittee noted the City's Prime Industrial discussion in the General Plan clearly states that the designation does not override the underlying zoning permissions; does not preclude allowed business and tech uses. Turpit noted that the whole of the community is 'frozen in time' due to the 0.5 FAR limit and suggested a 2.0 FAR

- community wide be used instead. Rosati requested the buffer be included in future maps/discussions.
- Opportunity Area 5-The area south of Aero Drive is between the airport and the adjacent Serra Mesa community and is also near Sharp Hospital. The area is already experiencing redevelopment with newer multi-family developments and development proposals in the pipeline. It has an opportunity to build on existing residential development to create a more cohesive, neighborhood village. Gibbs noted the airport will likely designate the area just north of Aero Drive as an area for business development. The Subcommittee suggested it should be a 'live, shop, play, learn' area and asked that transit be shown on maps in the future.

#### PUBLIC AND SUB COMMITTEE COMMENTS AND QUESTIONS

1. Karen Ruggels spoke in relation to PIL designation Area 4: The Economic Prosperity Element of the City's General Plan, Policy EP-A.12 states: "[a]s community plans are updated, the applicability of the Prime Industrial Land Map will be revisited and changes considered" and the boundaries of the Prime Industrial lands can be amended, "if community plan updates or community plan amendments lead to an addition of Prime Industrial Lands, or conversely, a conversion of Prime Industrial Land uses to other uses that would necessitate the removal of properties from the Prime Industrial Land identification."
2. Karen Michaels stated we should also look at the NW Copley area as an alternative to what the City police / fire departments are proposing; a training facility which requires a zone change.
3. George Coleman is co-owner of the land leased as the trailer park. Could it be converted to other uses, including employment housing?
4. Andrea – adverse to removal of affordable housing in the north Convoy area. Is in favor of walkability in the Convoy district.
5. Tim- N. convoy could be more pedestrian friendly and support mixed use. Tim asked whether residential would be prohibited under the flight zone. Staff/consultants responded by saying that it is not prohibited, but rather limited due to various regulations per Airport Land Use plan.
6. Allen Chan-- Convoy 1 and 2 to support hospitality uses and mixed use for employee residential, make more walkable.
7. Ping- Asked about Airport Land Use Compatibility Plan and what are restrictions especially for mixed-use colocation.
8. Ed Quinn asked who are the PIL companies and how many of those type companies will come in the next 10 years? Current technology drives different job markets.
9. Mark Olsson said housing built near his company rarely results in his employees occupying that housing. Same idea with public transit near his company- his employees probably won't use it.
10. David Dilday- Area 5 is well suited for mixed-use and multifamily uses, would be walkable, and fill the need for work force housing.
11. Mike Huntoon-noted the impact that proposed transit modes/nodes could have on the opportunity areas identified on the AECOM map. Suggested an overlay of proposed transit elements be provided for future discussion specific to each opportunity area.
12. Sherm- area 5 is ideal to establish a "Mixed Use Village" consisting of a diversified mix of uses including Residential, Retail, Commercial, Educational, and Institutional uses. Possibility could exist where people can Live, Work, Play, Shop, and Learn everyday without a car....a major goal of the City's new Climate Action Plan.
13. Kate- need to protect Industry and keep the required buffers around these businesses

14. Turpit noted-

## Convoy District Opportunities/Positives:

- Enormous, positive energy of the business owners and operators
- Existing, successful, shops and fantastic restaurants already in operation.
- Good freeway access to Balboa and Clairemont Blvds.
- Clairemont and Balboa Blvds. connect directly to huge residential neighborhoods.

## Convoy District Negatives:

- No parking to service existing, successful shops and restaurants.
- Pedestrians at risk on Convoy Blvd sidewalks and intersections.
- Signage is cluttered, overpowering and unattractive.

## East of 163 Positives – (please note on Area 4 graphic)

- 11 (eleven) points of freeway access onto 52, I-15, 163 to support more jobs.
- 0.5 FAR created an opportunity “time capsule”; most buildings date before 1980s.
- Increase FAR to 2.0 equal to all of S Diego. Opportunity area for tech job explosion.
- Clairemont/Tierra Santa residential feeds workers to tech jobs on public transit.
- Many existing large parcels (5- 20 ac) are scarce elsewhere in San Diego.
- These large parcels owned by San Diego employers who can grow in place.
- Kaiser Hospital and the County Operations Center, both exceed the 0.5 FAR. Living examples of higher quality/ density of facilities and employment w/ increased FAR.

## East of 163 Negatives.

- 0.5 FAR.
- Prime Industrial Designation being used other than to only prevent sensitive receptors from locating near employers like Solar, Kyocera and Cubic.
- “New” General Plan written same time the iPhone was introduced, in 2007. Jobs are driven by a different marketplace.

## ADDITIONAL PUBLIC COMMENT SUBMITTED IN WRITING.

Ted shaw comments April 24 Thursday 2017

I had to leave the meeting before it ended, so below are my comments:

1. The presentation by AECOM was difficult to follow as the board was directed at the committee. The meeting or presentation would be significantly improved with the exhibits presented through a PowerPoint system!
2. The area located in the northwest corner of the community should be planned for future development rather than maintained as it current exists. The area represents an opportunity, so the plan should provide a vision, in the case the property owner decides to redevelop the site. Protecting the dwelling units is NOT the reason to avoid presenting a vision for the area, should redevelopment become a reality. This is consistent with the consultant’s desire to redevelop Clairemont Mesa Blvd.
3. I question the approach to introduce residential along Ruffin Road, south of Clairemont Mesa Blvd., as much of that area abuts existing areas designated as Prime Industrial Lands.
4. I believe the concept of the Convoy Corridor being supported and enhanced; however, the Montgomery Field Comprehensive Land Use Plan will restrict and likely prohibit residential development in the middle portion of the corridor.

5. Regarding the PIL area of #4, Karen Ruggels is correct, the General Plan allows adjustments/validations of the mapped PIL areas. The plan should protect existing Industrial users, but allow all other uses permitted in the underlying zoning. The very definition of Prime Industrial has changed significantly over the past 8-years and the Kearny Mesa Community Plan update should recognize the growth of Artificial Intelligence and similar industries that provide high-quality/paying employment. In fact, Prime Industrial should be changed to Prime Employment. Excepting the existing truly industrial users, such as Solar, the Prime Industrial Land Use Designation should be limited to the IH zone. Finally, the PIL maps should be adjusted to reflect existing conditions such as residential and the Kaiser Hospital.
  
6. Finally, the Committee's input is important to the development of the Kearny Mesa Community Plan update; however, the public and interested parties should be allowed to participate at the time the consultant or City staff make similar presentations.

#### NEXT MEETING

Vote to move the next meeting to May 24<sup>th</sup>- approved 11-0-0 Meeting concluded at 1:15 pm.