

MEETING MINUTES

OTAY MESA PLANNING GROUP (OMPG) SOUTHWEST VILLAGE SPECIFIC PLAN SUBCOMMITTEE

WEDNESDAY, JUNE 19, 2019

2 P.M.

Playa Del Sol Recreation Center
5185 Avenida Playa Del Sol, San Diego, CA 92154

Members Present	Members Absent	Member Affiliation
Felipe Nuno, Chair		OMPG Member
Tony Blas, Vice Chair		OMPG Member
Clarissa Falcon		OMPG Member
Chris Holder		OMPG Member
Alejandra Mier y Teran		OMPG Member

Public Signed In: Francisco Aguilar (property owner), Rick V. Nelson (property owner), Victor Castro (property owner), Linda Castro (property owner), Jean Gilles (property owner), Bill Johnson (property owner), Jose Alvarez (property owner), Josefina Alvarez (property owner), Tina Zabala (property owner), Matt Gelbman (PlaceWorks), Tiffany Metti (Southwest Strategies), Alexis Lopez (Southwest Strategies)

City of San Diego Staff Present: Michael Prinz

Guests Present: None

Agenda Item	Discussion	Action Item
1. Call to Order/ Introductions	Felipe Nuno calls the meeting to order at 2:05 p.m. He informs the group that the Southwest Village Subcommittee is part of the Otay Mesa Planning Group. He asks attendees to introduce themselves.	Felipe Nuno calls the meeting to order at 2:05 p.m.
2. Non-Agenda Public Comment	Tony Blas encourages people to ask questions (in Spanish)	
3. Action Items	March, April and May meeting minutes are approved: March minutes – Alejandra Mier y Teran makes a motion to approve and Tony Blas seconds April minutes – Tony makes a motion to approve, Felipe Nuno seconds, Alejandra Mier y Teran and Clarissa Falcon abstain May minutes – Felipe Nuno makes a motion to approve, Tony Blas seconds, Alejandra Mier y Teran and Clarissa Falcon abstain	March, April and May meeting minutes are approved

Chairperson: Felipe Nuno

Recorded by: Tiffany Metti

4.	Information Items	<p>Matt Gelbman (PlaceWorks) introduces his presentation on the Village Core and discusses the following:</p> <ul style="list-style-type: none"> • No development can occur now and Pardee Homes is taking on the Southwest Village (SWV) Specific Plan so that everyone can develop their land in the area. • The SWV Plan comes from the broader Otay Mesa Community Plan and City Council will need to approve the SWV Plan. • The team collectively has been working on this project for about a year and has been working to refine and address Planning Commission (PC) comments. They are also working towards a refined plan later this summer to go back to PC and ultimately City Council for project approval. • The latest land-use concept allows for up to a max of 5,277 units, 174,000 square feet of commercial, an elementary school site, parks, open space and recreation, comprehensive mobility and transit. The land-use plan identifies a number of land-use categories. <p>Matt Gelbman goes over the various densities and discusses various features of the commercial space, which is summarized below:</p> <p>Village Core – Contains the highest residential land-use and allows for commercial. The Otay Mesa Community Plan directs that this area should be a dense, walkable, mixed-use development, all around a transit center. The Village Core would be 47 acres and would allow 1,200 dwelling units overall – one-quarter of all the units in the plan. Village Core features the project team would like to see include a unique, social heart that is walkable, which is what they are working to create.</p> <p>Active Ground Floor – Ground floor commercial uses that face the street, sidewalk dining, landscaping and awnings that invite people in.</p> <p>Mobility Hub – The mobility hub is an area where all roads and trails lead, includes bus stops and is a place that brings everything together, making it convenient and accessible. This includes mobility options and how to get around without a car.</p> <p>Public Spaces – Public spaces are plazas that are more urban in nature where people can gather, including angled paths, paseos, how the buildings create public space, different options and solutions of how everything comes together. Matt Gelbman indicates that the Specific Plan goes into much more detail.</p> <p>Gateways and Iconic Architecture – Matt Gelbman explains the proposed architecture, color, using gateways and other treatments in order for people to feel they are someplace special, and highlights what they are trying to create through guidelines and recommendations.</p> <p>Questions/Comments:</p>	
----	-------------------	---	--

	<ul style="list-style-type: none">• An attendee asks if there will be limited parking. Matt Gelbman explains there will be ample parking but they are trying to incorporate more transportation options. They are looking at comprehensive mobility and transit and there is already planned public transportation. Felipe Nuno reiterates that this is a City mandate now that has to be considered and incorporated.• An attendee asks if there are any open parking areas. Matt Gelbman explains they are following what the City requires for parking for the specific development and that the design guidelines will help guide where parking is located. There will likely be screening for parking with some on-street parking. Mixed-use projects demand certain parking requirements. Calculations work around what type of businesses are going to be there. It should not feel like a sea of parking but an urban place where people can walk to destinations.• Tony Blas asks what the parking guidelines are per unit. Michael Prinz says that there are usually 1-2 parking spaces required per dwelling unit, depending on size and proximity to transit and there is a formula to calculate this. Michael reiterates that they operate under the Climate Action Plan and the General Plan is looking to establish an emphasis on transit, walking and biking, that the Specific Plan will utilize the regulations that the City has. The overarching picture and goal that the City is trying to create is more pedestrian-oriented walkways and parkway linkages.• Chris Holder states there will likely be specific dedicated parking for commercial and residents.• Matt Gelbman explains there are various different options including guest spots, ADA, electric vehicles, etc.• An attendee asks whether the parking guidelines will change and if the City is going to change the rules and accommodate the parking, if there isn't enough. Michael Prinz explains that most of the parking standards will not be changed and that you can tailor some to address the lifestyle characteristics. The goal is to reduce car usage wherever possible and create more opportunities to walk, bike, etc.• An attendee states concerns over aging and elderly groups having issues walking. Clarissa Falcon states that municipalities are responding in some ways with policies like transit and Climate Action Plans. There are opportunities for shuttles and other options like this for aging populations. SANDAG is looking at very creative ideas.• Matt Gelbman states that the project team has not asked for any changes to the parking standards, as they want land to be valuable and want to demonstrate that people can park there.• Tony Blas asks if the City has already tested the zoning. Tony is worried about the valuation due to parking/density and feels the density is a bit too high. He asks if the zoning can demand less density. Chris Holder explains that the denser it is, the more valuable the land. The City does provide parking minimums. Chris says if private developers want to build more parking in their projects, they can.• Matt Gelbman reiterates that they are planning the project to include the density required by the	
--	--	--

		City's Planning Department to add value and encourage some lot consolidation and create economies of scale, to make it economically incentivized for that.	
	Next Steps	Felipe Nuno announces the next meeting will focus on Utilities, August will be dark, and September will be a Connectivity and Mobility evening workshop. He encourages all to stay and ask questions.	
5.	Adjournment	Meeting is adjourned at 2:47 p.m.	Felipe Nuno adjourns the meeting at 2:47 p.m.