

Morena Boulevard Station Area Planning Study

City of San Diego
Development Services Department



Bay Area Economics
Nelson Nygaard
PMC
JLC

INTRODCUTIONS



City of San Diego

- Michael Prinz, Project Manager



Consultant Team

- Mike Singleton, KTU+A Program Manager
- Robert Efird, KTU+A Project Manager
- Jenny An, KTU+A Project Planner
- Jacob Leon, KTU+A Project Planner
- Josie Calderon, JLC Outreach Coordinator
- Gardenia Durantes, JLC Outreach Support

Other Contributors

- SANDAG
- CalTrans

AGENDA

- | | |
|-------------|--|
| 6:00 – 6:05 | Introductions |
| 6:05 – 6:15 | Input from Existing Conditions and Concepts Workshop |
| 6:15 – 6:25 | Refined Land Use Alternatives |
| 6:25 – 6:35 | Modeled Land Use Scenario Methodology |
| 6:35 – 7:00 | Traffic Modeling Scenarios and Modeling Findings; Table Top Instructions |
| 7:00 – 7:10 | Break |
| 7:10 – 7:50 | Scenario Discussion at Table Tops |
| 7:50 – 8:20 | Table Top Report Back |
| 8:20 – 8:30 | Next Steps |

EXISTING CONDITIONS WORKSHOP 1 SUMMARY

EXISTING CONDITIONS WORKSHOP 1 SUMMARY



Opportunities/ Constraints:

- Increase density near Clairemont (some disagreement)
- Protect existing commercial and multi-family
- Improve streetscape/street furniture
- Speeding on Morena
- Bridge access to Mission Bay
- Lack of parking
- Unsafe biking conditions

EXISTING CONDITIONS WORKSHOP 1

SUMMARY

Opportunities/ Constraints:

- Create a district identity
- Add grocery store
- Encourage restaurant uses
- Improve “the triangle”
- Designate historic buildings
- Establish gateways



EXISTING CONDITIONS WORKSHOP 1

SUMMARY

Opportunities/ Constraints:

- Increase bicycle and pedestrian facilities
- Lower speeding at freeway entrances/exits
- Investigate roundabouts
- Improve access to Mission Bay
- Improve access to University of San Diego



CONCEPTS WORKSHOP 2 SUMMARY

CONCEPTS WORKSHOP 2 SUMMARY

Land Use: North Study Area



Community Comments:

- Bayview parcel: provide commercial space/grocery store. Residential also possible.
- Variety of commercial/light industrial on N Morena
- City Chevrolet: potential for residential if ever vacated

CONCEPTS WORKSHOP 2 SUMMARY

Land Use: North Study Area (cont'd)



Community Comments:

- Ashton/Napier area could include restaurants, outdoor seating, or other public spaces.

CONCEPTS WORKSHOP 2 SUMMARY

Land Use: South Study Area

Community Comments:

- Explore other uses for the RV park properties
- Develop trail along Tecolote Creek
- Increase residential density
- Balance enhanced design with simpler review/approval process



CONCEPTS WORKSHOP 2 SUMMARY

Land Use: South Study Area (cont'd)

Community Comments:

- Iconic art element or other monument at the “triangle”
- Small businesses should be encouraged to stay
- Provide infill residential development where possible
- Any “superblock” development should provide visual variety



CONCEPTS WORKSHOP 2 SUMMARY

Land Use: South Study Area (cont'd)

Community Comments:

- Properties between Sherman and Morena could be rezoned residential
- Properties between Linda Vista and Morena could be rezoned to student housing and campus/village retail



CONCEPTS WORKSHOP 2 SUMMARY

Mobility: North Study Area



Community Comments:

- General agreement with all proposals, including dropping lanes on Morena
- Is mid-block crossing on Claremont effective/necessary?
- Include drop-off zones close to the Trolley station

CONCEPTS WORKSHOP 2 SUMMARY

Mobility: North Study Area (cont'd)

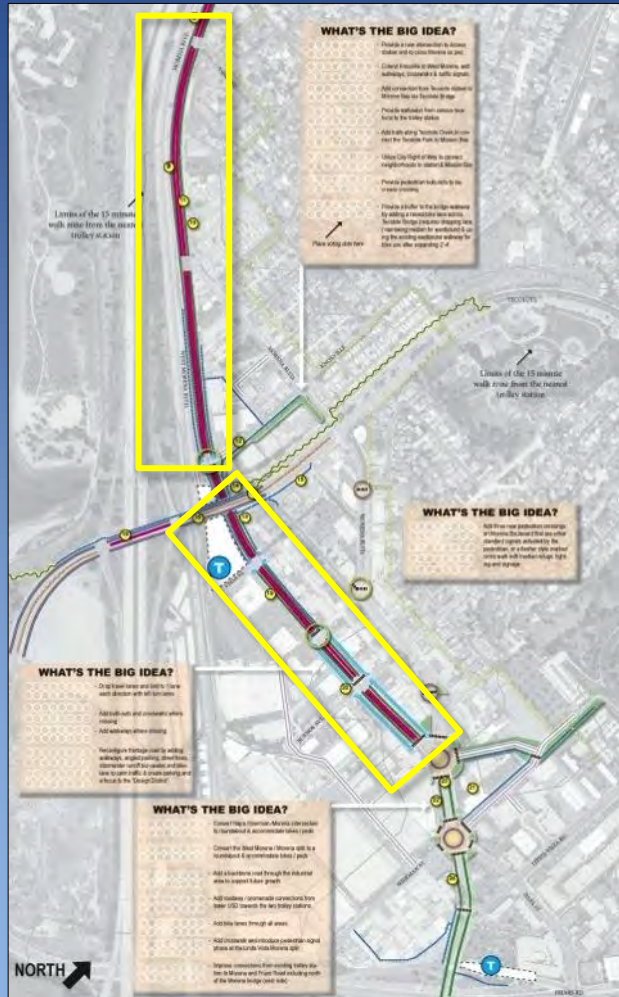


Community Comments:

- Pedestrian crossings on Clairemont bridge should be safe/efficient
- Pedestrian lighting at the Clairemont Bridge
- Ped/bike bridge across freeway/railroad at Ashton/Napier
- Improve auto merging from NB I-5 off-ramp to EB Clairemont

CONCEPTS WORKSHOP 2 SUMMARY

Mobility: South Study Area



Community Comments:

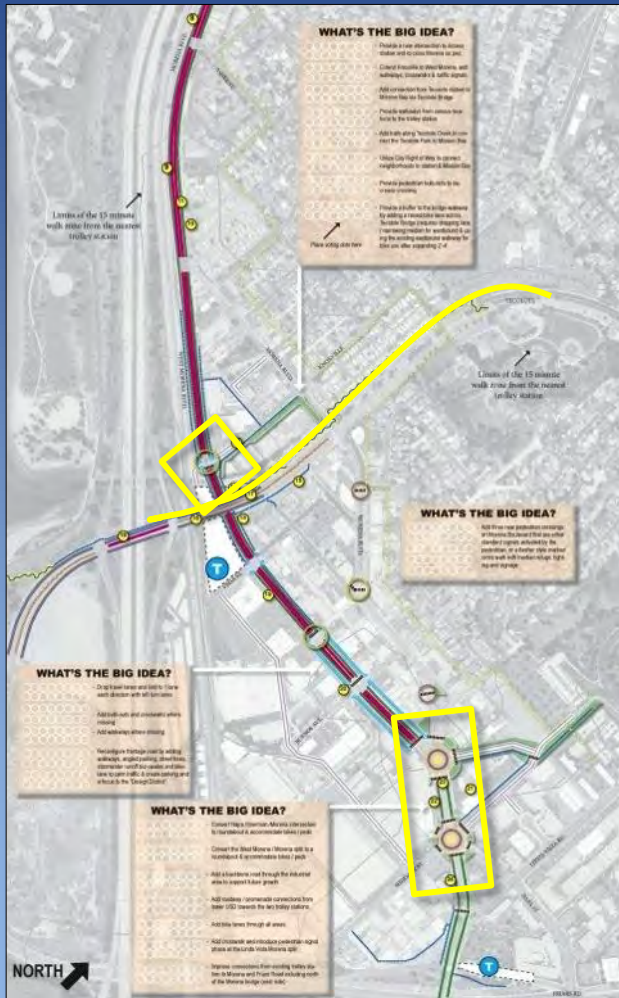
- General agreement with all proposals
- Investigate parallel parking on Morena, but limit new traffic signals
- Investigate cycle tracks along Morena
- Landscape medians/create a linear park along Morena

CONCEPTS WORKSHOP 2 SUMMARY

Mobility: South Study Area (cont'd)

Community Comments:

- New connection at Knoxville may increase traffic to neighborhood
- Pedestrian improvements higher priority than vehicular improvements
- Investigate further the Tecolote Creek trail connection to Mission Bay



CONCEPTS WORKSHOP 2 SUMMARY

Mobility: South Study Area (cont'd)

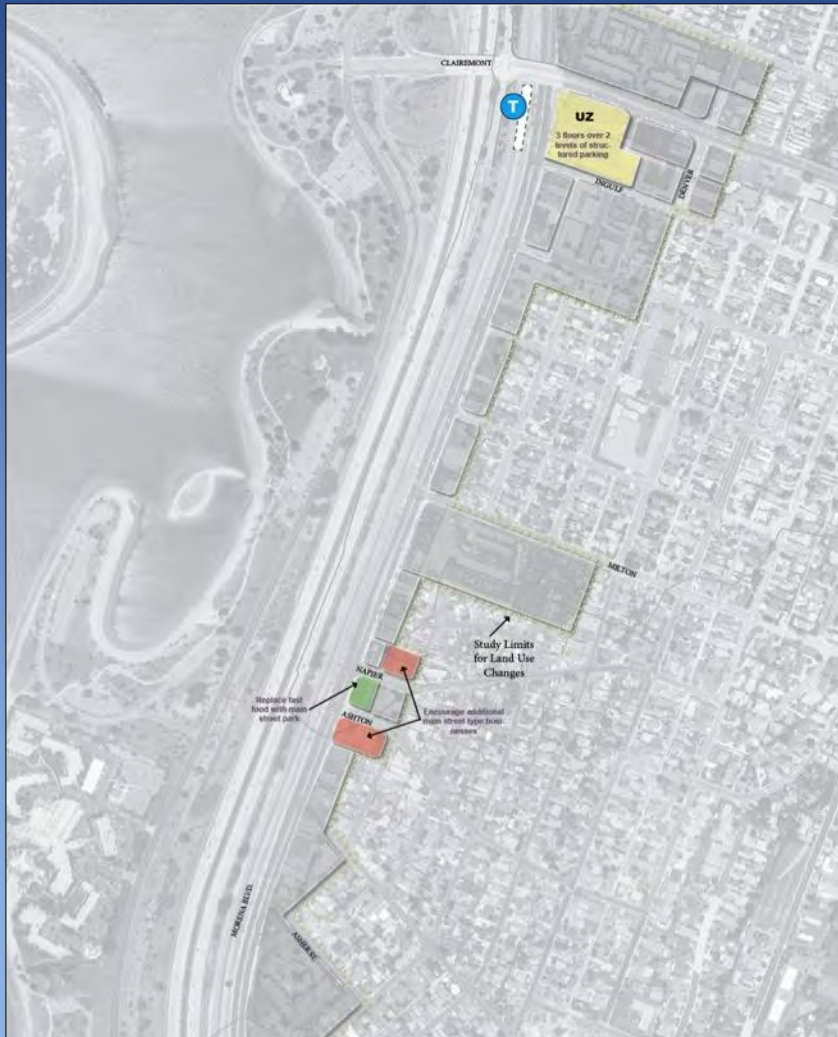
Community Comments:

- Concern that roundabouts are too close together
- Need pedestrian/bike connection to Friars from Morena



LAND USE ALTERNATIVES

Alt. 1 (Conservative): North Study Area



MORENA BLVD. STATION AREA PLAN

LAND USE / DEVELOPMENT / REINVESTMENT IDEAS

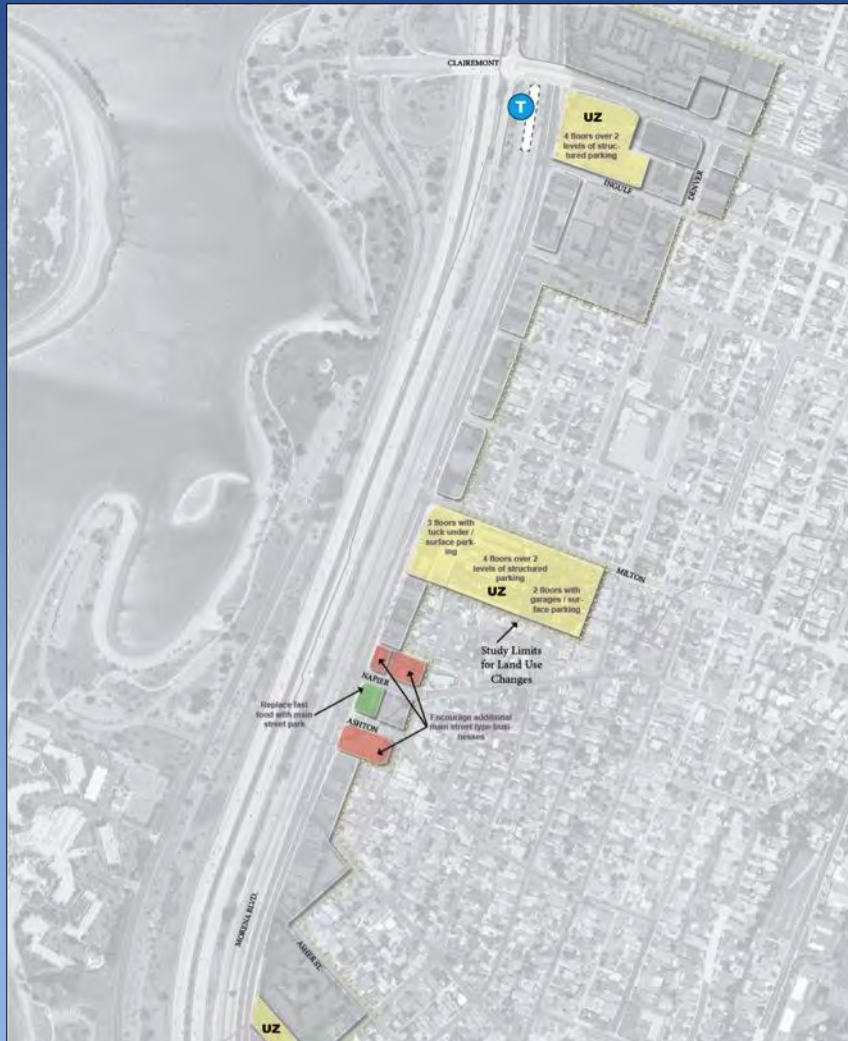
-  Opportunity for new development that is transit supportive with a focus on housing & transit supportive mixed uses. This residential population will help support local businesses.
-  Opportunity for major new development that is transit supportive with a focus on higher density employment office space.
-  Opportunity for reinvestment with a focus on restaurants and / or local businesses in a small main street district setting.
-  Opportunity for reinvestment or new development with a focus on a design / furnishings district as a regional destination.
-  Opportunity for new development or reinvestment for neighborhood supporting retail (including a grocery store) and locally serving shopping.
-  Opportunity for major new landmark / public space feature / parklet / promenade or plaza to help emphasize district.
-  Land uses that will stay mostly the same

UZ Upzone needed to be transit supportive & provide incentives for major reinvestment or to shift a land use to a new more transit supportive use.

3 floors with tuck under / surface parking Note for general height with floors ranging from 12'-15' for ground floor retail, 10'-12' for housing & 11'-14' for office / second note refers to surface parking at ground level or tuck under building ground level parking or structured parking at grade (screened) or below ground level.

LAND USE ALTERNATIVES

Alt. 2 (Mod. Aggressive): North Study



MORENA BLVD. STATION AREA PLAN

LAND USE / DEVELOPMENT / REINVESTMENT IDEAS

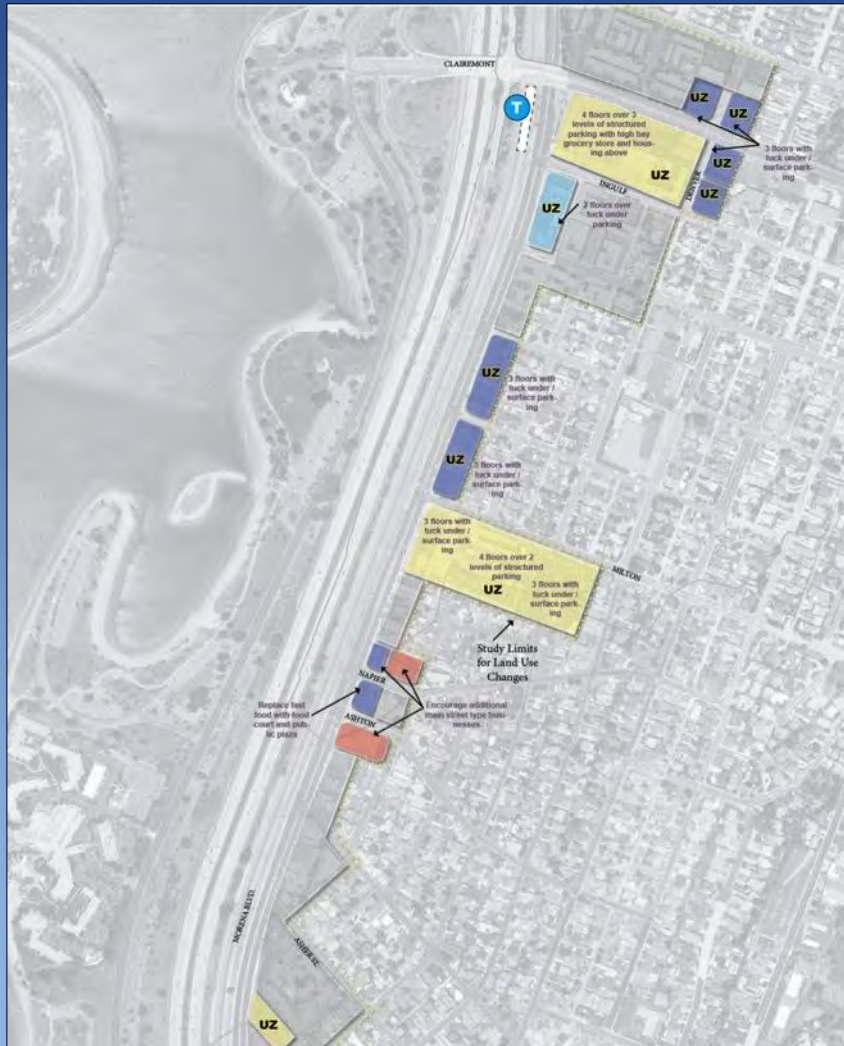
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LAND USE ALTERNATIVES

Alt. 3 (Aggressive): North Study Area



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Alt. 1 (Conservative): South Study Area



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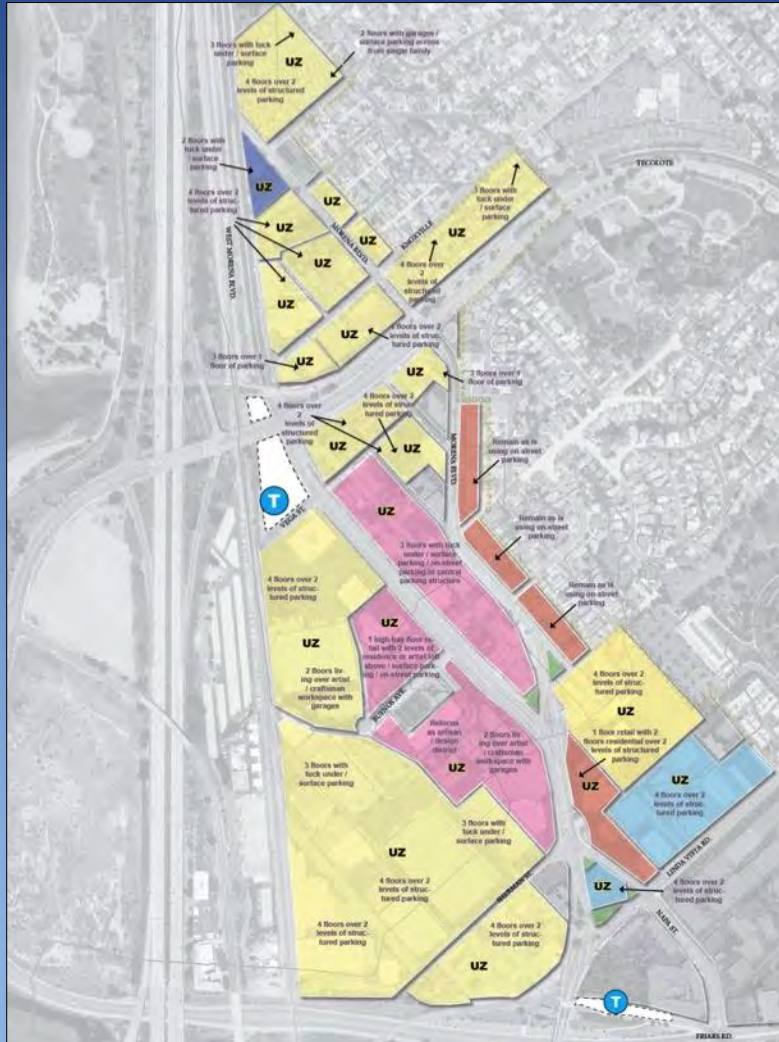
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MODELED LAND USE SCENARIO

Concept:

- Identify a moderately aggressive number of dwelling units and/or building square feet for key parcels
- Use this loading to determine impact on the roadway network
- Changes in zoning focus on additional residential capacity, with limited retail or office
- Introduce mixed use near planned Trolley stations



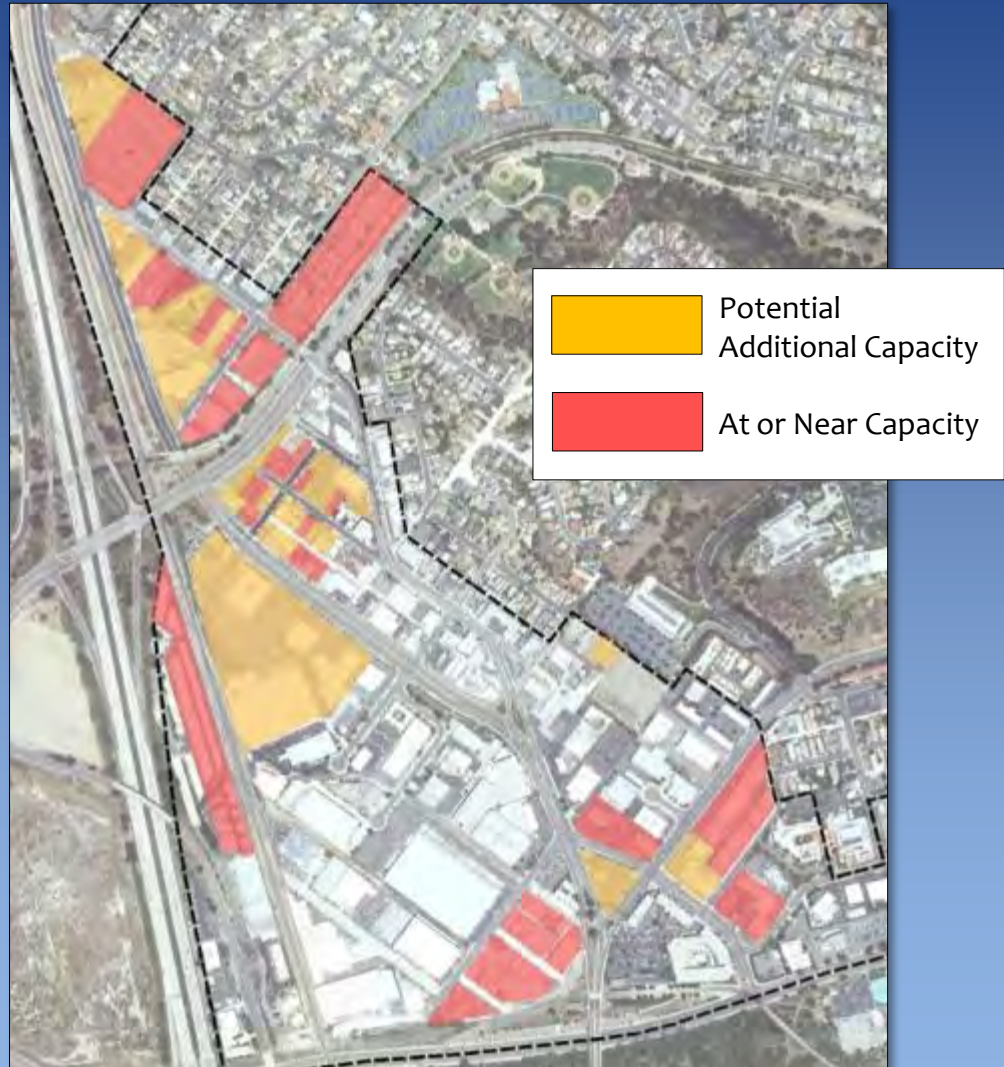
MODELED L.U. SCENARIO METHODOLOGY REVIEW

- **Zoning capacity (Step 1):**
 - Analyzed allowable Floor Area Ratio (FAR), height limit, and dwelling units/acre
 - For FAR, established threshold of unrealized capacity of 50% or more



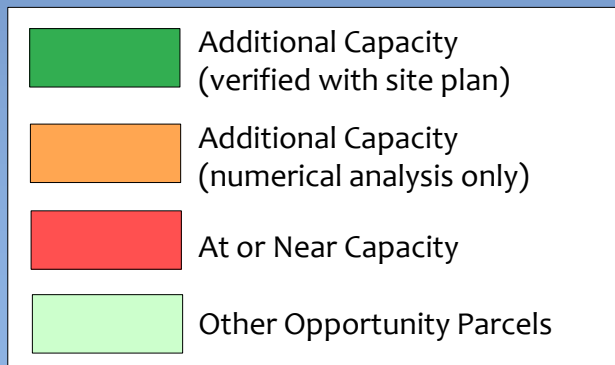
MODELED L.U. SCENARIO METHODOLOGY REVIEW

- Zoning capacity (Step 1)



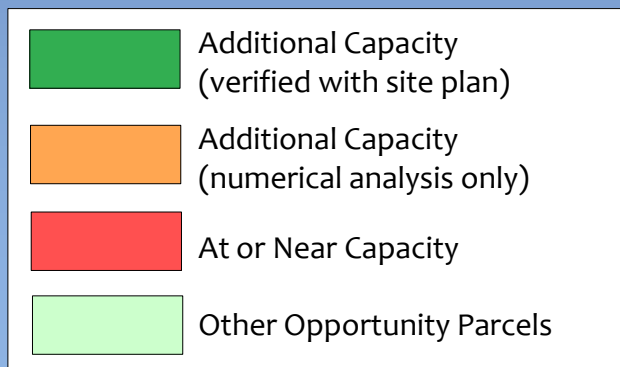
MODELED L.U. SCENARIO METHODOLOGY REVIEW

- Site plan capacity
- (Step 2):
 - Balanced “capacity” with building massing and basic parking requirements



MODELED L.U. SCENARIO METHODOLOGY REVIEW

- Zoning capacity (Step 2)



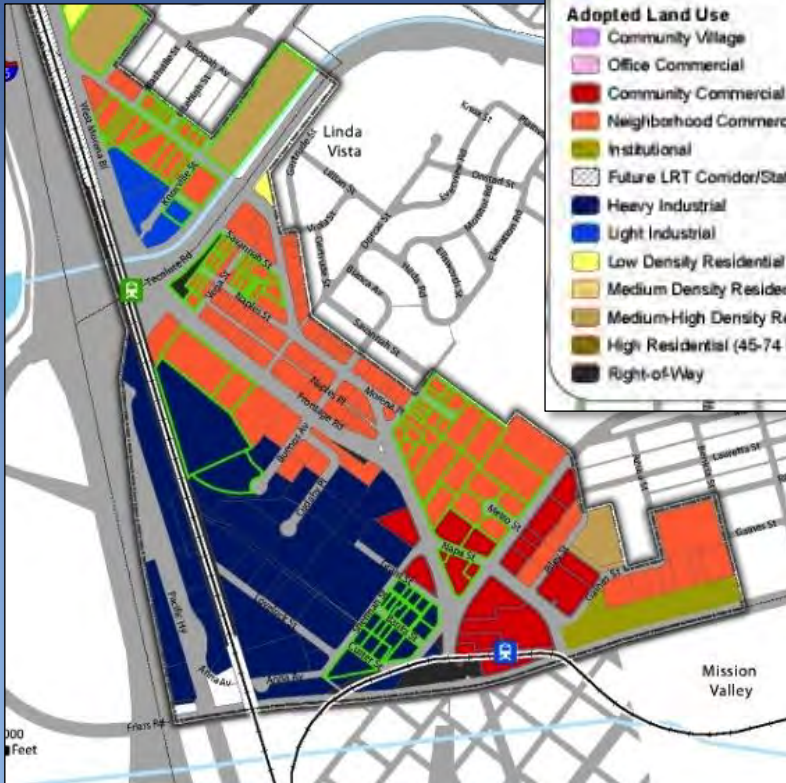
MODELED LAND USE SCENARIO



Community Plan Land Uses

MBAP Land Uses

MODELED LAND USE SCENARIO



Community Plan Land Uses



MBAP Land Uses

MODLEDED LAND USE SCENARIO



Community Plan Residential Density



MBAP Residential Density

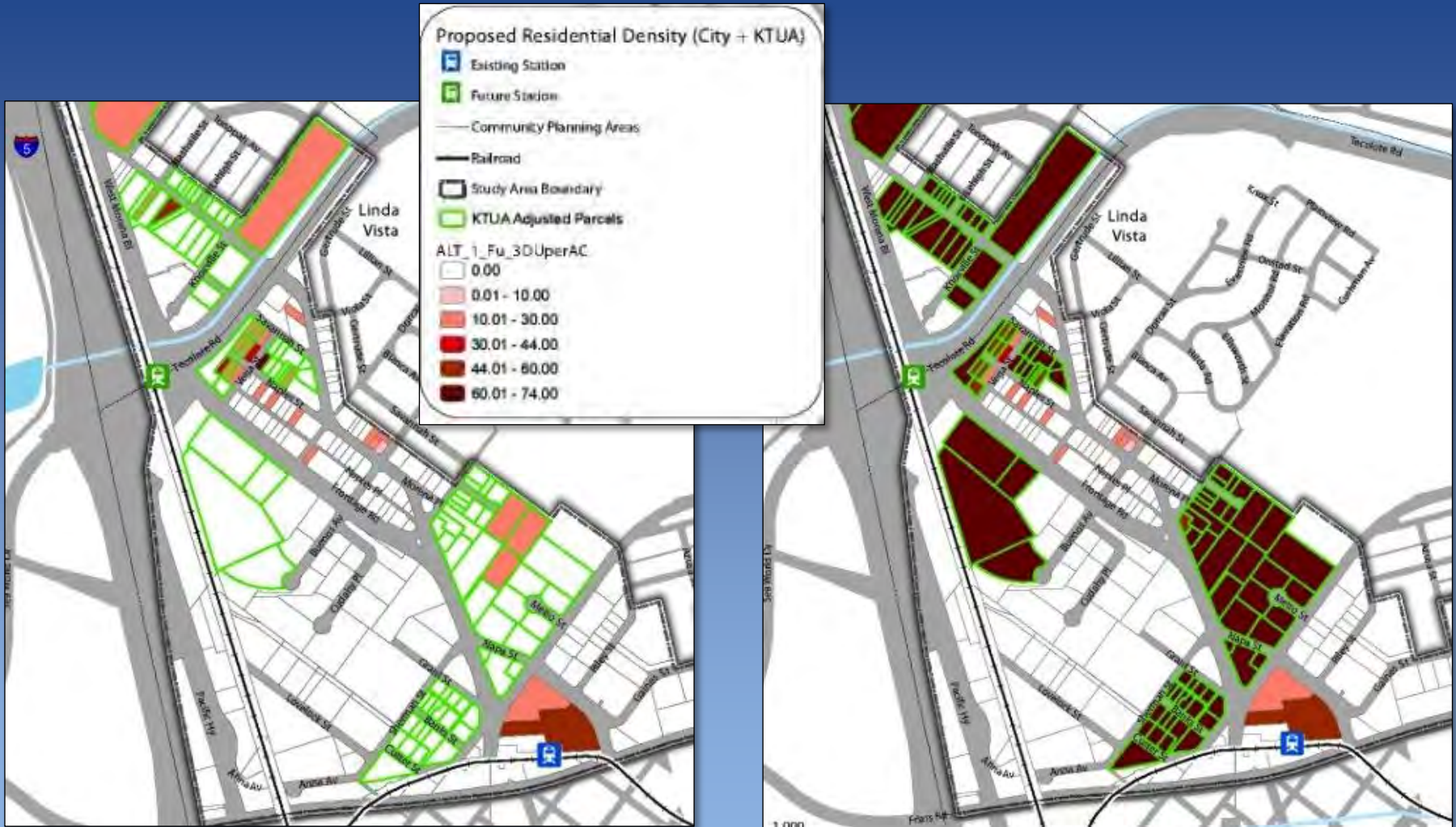
Proposed Residential Density (City + KTUA)

- Existing Station
- Future Station
- Community Planning Areas
- Railroad
- Study Area Boundary
- KTUA Adjusted Parcels

ALT_1_Fu_3D_UperAC

- 0.00
- 0.01 - 10.00
- 10.01 - 30.00
- 30.01 - 44.00
- 44.01 - 60.00
- 60.01 - 74.00

MODLEDED LAND USE SCENARIO



Community Plan Residential Density

MBAP Residential Density

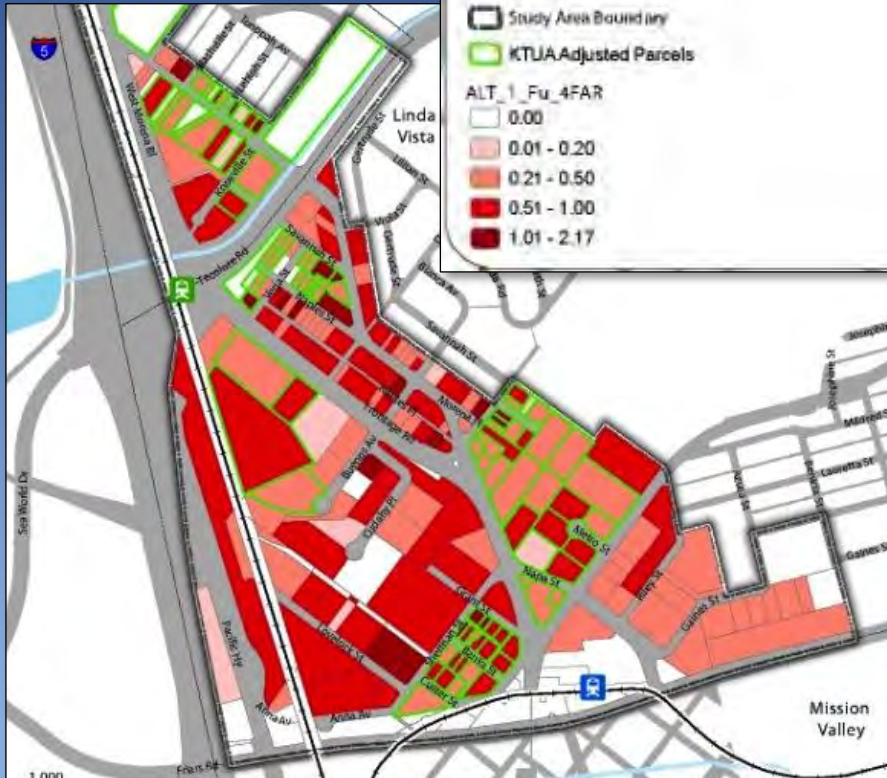
MODLEDED LAND USE SCENARIO



Community Plan Non-Res Density

MBAP Non-Res Density

MODLEDED LAND USE SCENARIO



Community Plan Non-Res Density



MBAP Non-Res Density

MODELED LAND USE SCENARIO



Community Plan Density - All

MBAP Density - All

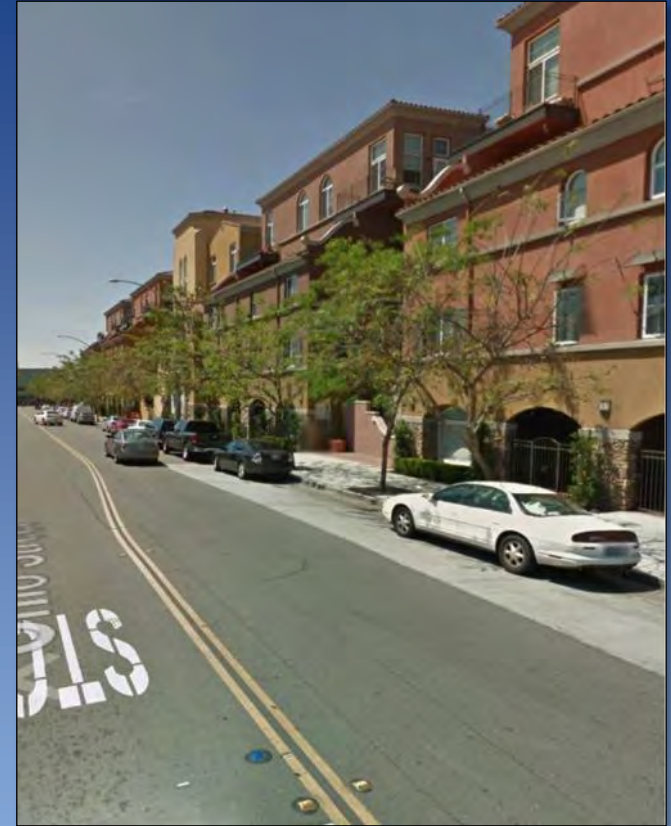
MODLEDED LAND USE SCENARIO



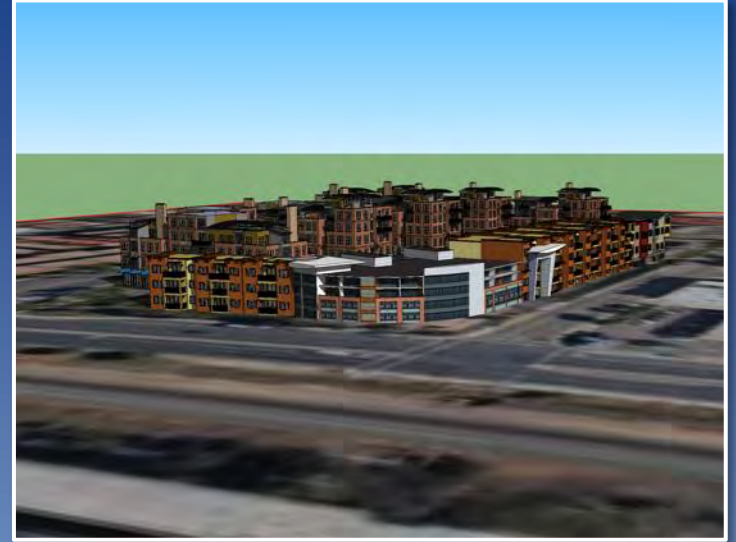
MODLEDED LAND USE SCENARIO

Discussion on Density:

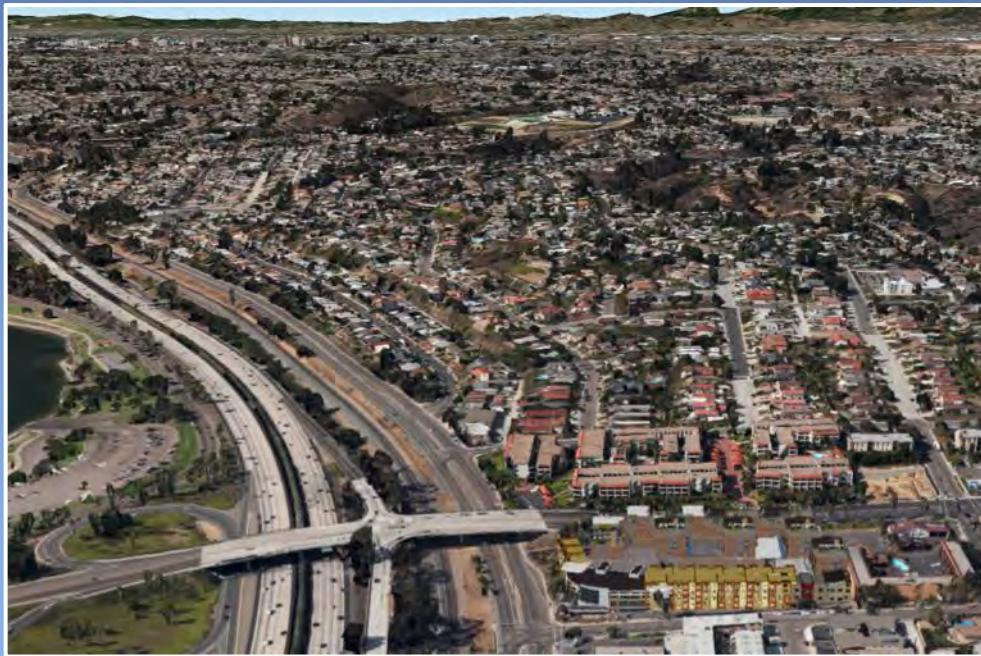
- Limit height to six stories, could be either surface or podium parking
- Ideal density near transit stations is approx. 70 DU/acre. Maximum proposed does not exceed 74 DU/acre
- Height could be focused on one end of parcel to allow for “step-down” toward single family neighborhoods.
- “Step-backs” in development design can reduce “urban canyon” impression.



LAND USE OPTIONS: CLAIREMONT RD. AREA



LAND USE OPTIONS: VIEWS UP FROM



LAND USE OPTIONS: VIEWS UP FROM THE

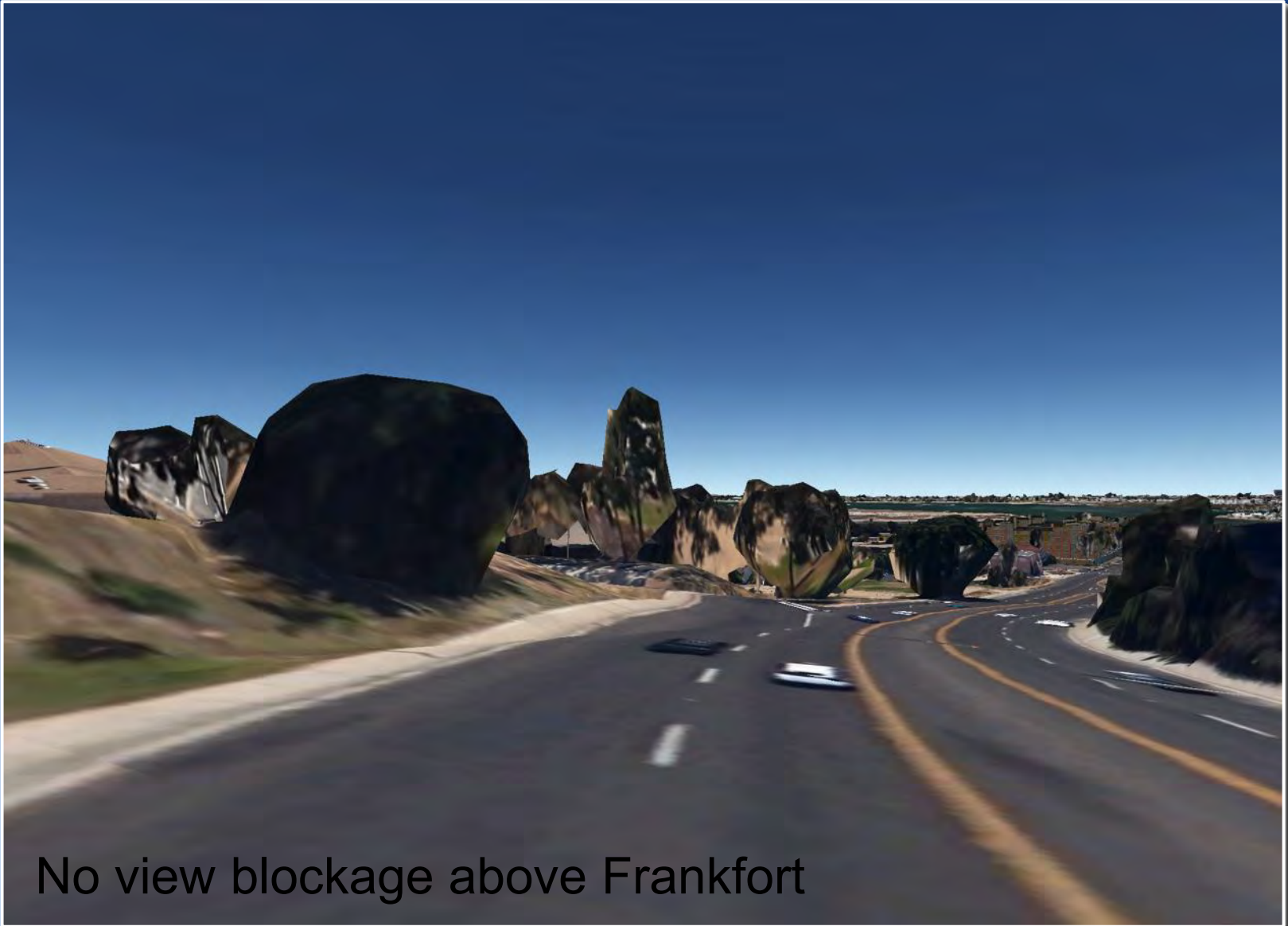


LAND USE OPTIONS: VIEWS UP INGULF



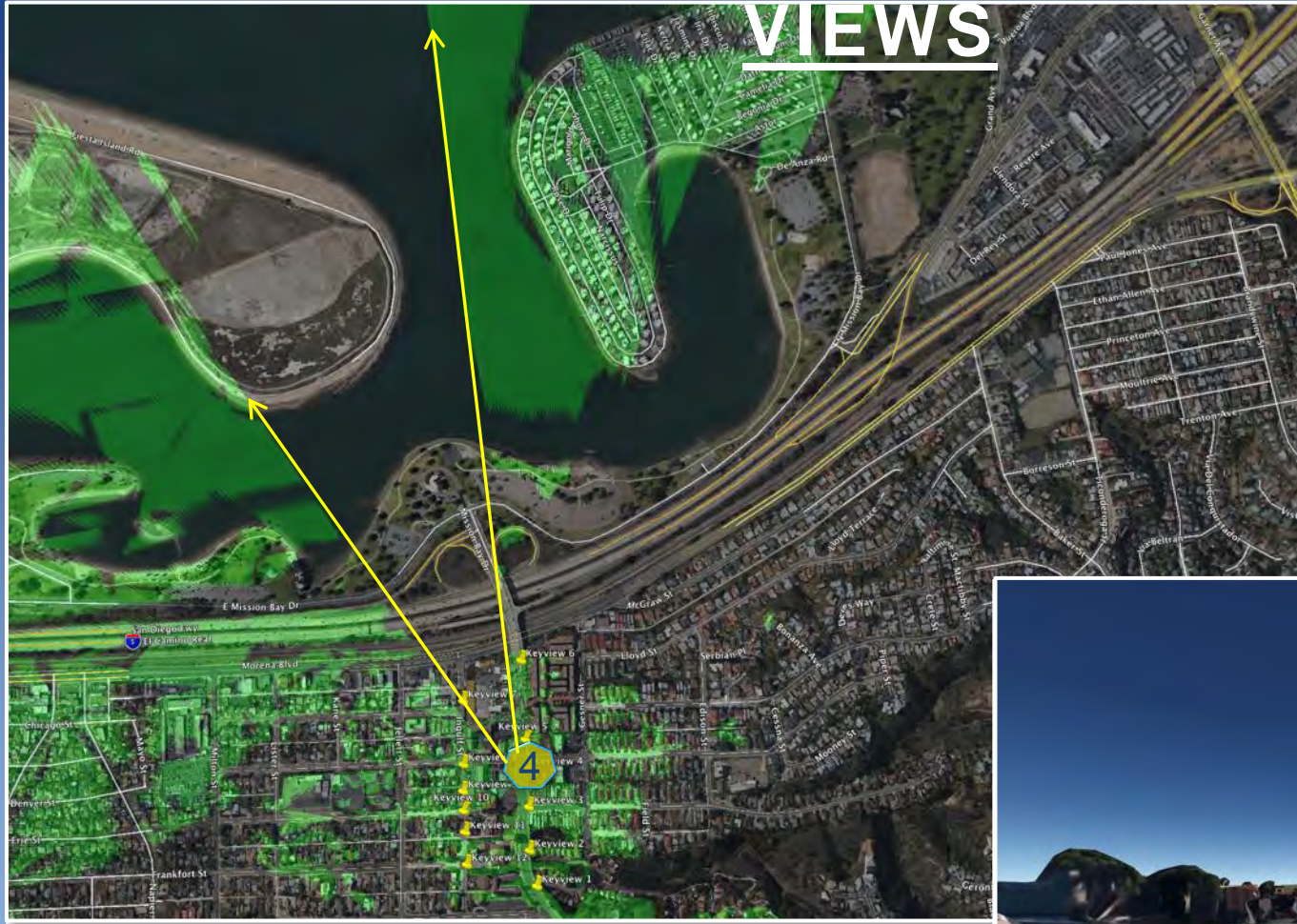
No view blockage above Frankfort

LAND USE OPTIONS: VIEWS UP CLAIREMONT



No view blockage above Frankfort

LAND USE OPTIONS: CLAIREMONT DRIVE



Keyview 4
from
Denver and
Clairemont



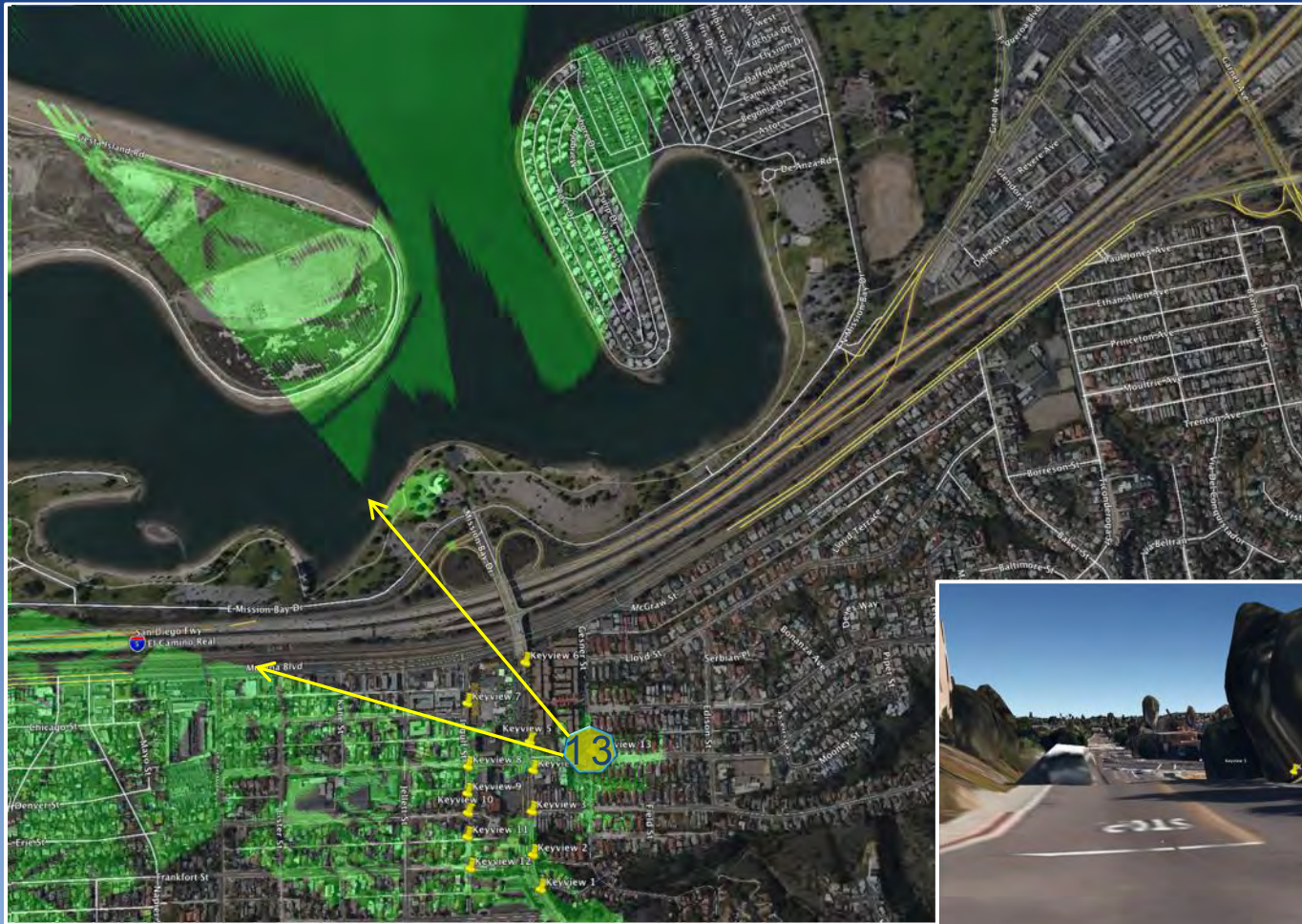
LAND USE OPTIONS: INGULF VIEWS



Keyview 12
from
Frankfort
and Ingulf



LAND USE OPTIONS: DENVER VIEWS



Keyview 13
from
Denver and
Gesner



MOBILITY OPTIONS

Complete Streets Legislation Requires us to Equally Address:



Walking



Biking



Driving



Riding

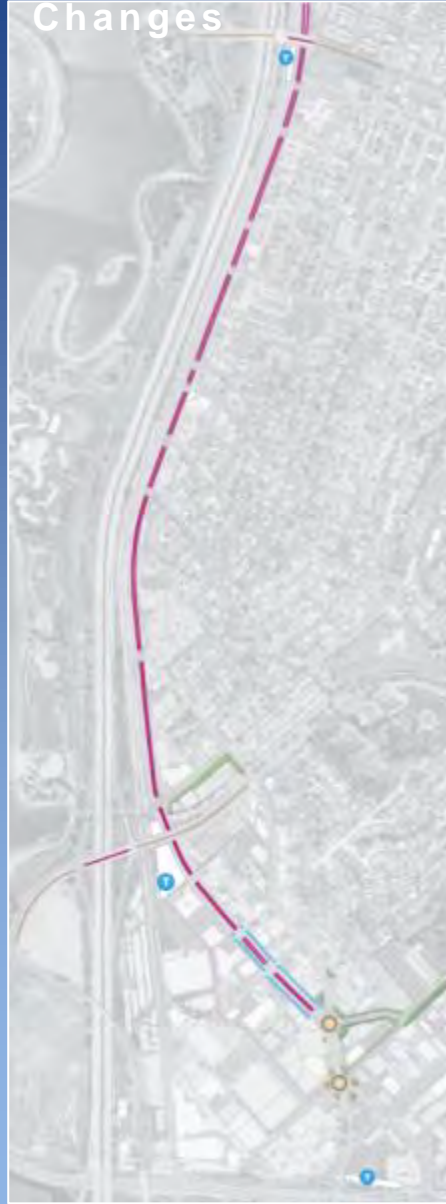


ELEMENTS OF THE PLAN

Bike & Ped.



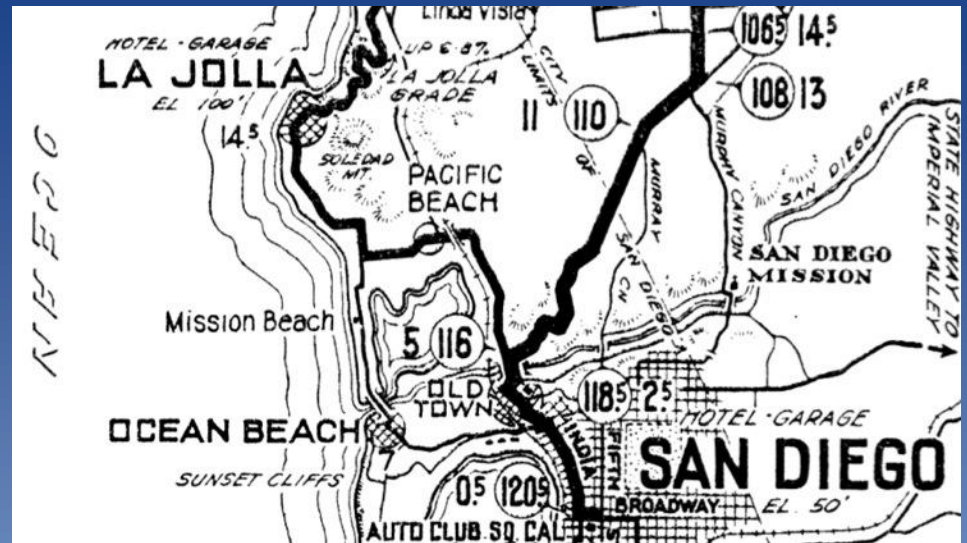
**Roadway
Changes**



Land Use



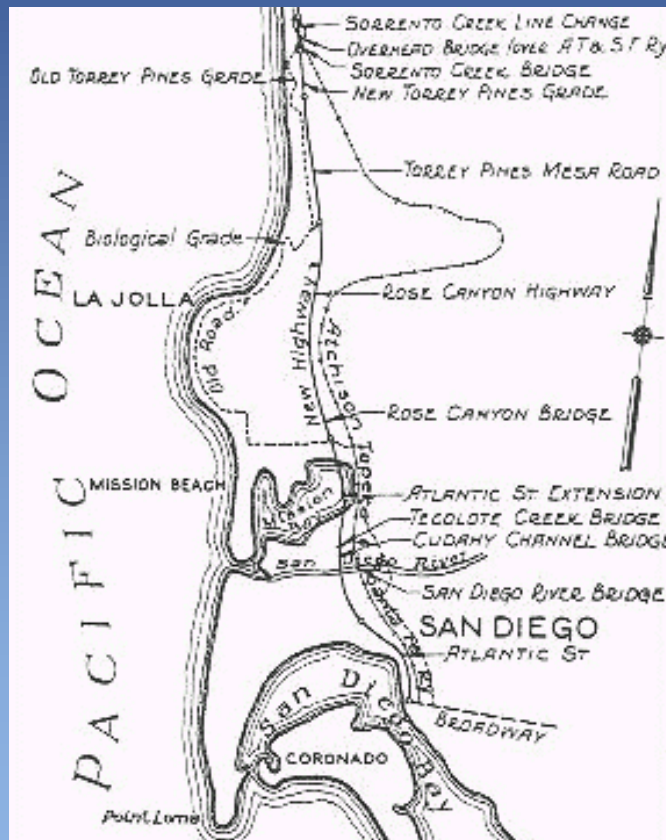
WHY ARE THE ROADS AS THEY ARE?



1922



1922



1933

1953



MOBILITY OPTIONS: OVERVIEW



- 1) South Morena Roadway, Bike & Ped. Improvements
- 2) Tecolote Bridge & Bike & Ped. Improvements
- 3) North Morena & Bike & Ped. Improvements
- 4) Clairemont Bridge & Bike & Ped. Improvements

MOBILITY OPTIONS: OVERVIEW



Alt. 1: Conservative Mobility
Focus

MOBILITY OPTIONS: OVERVIEW



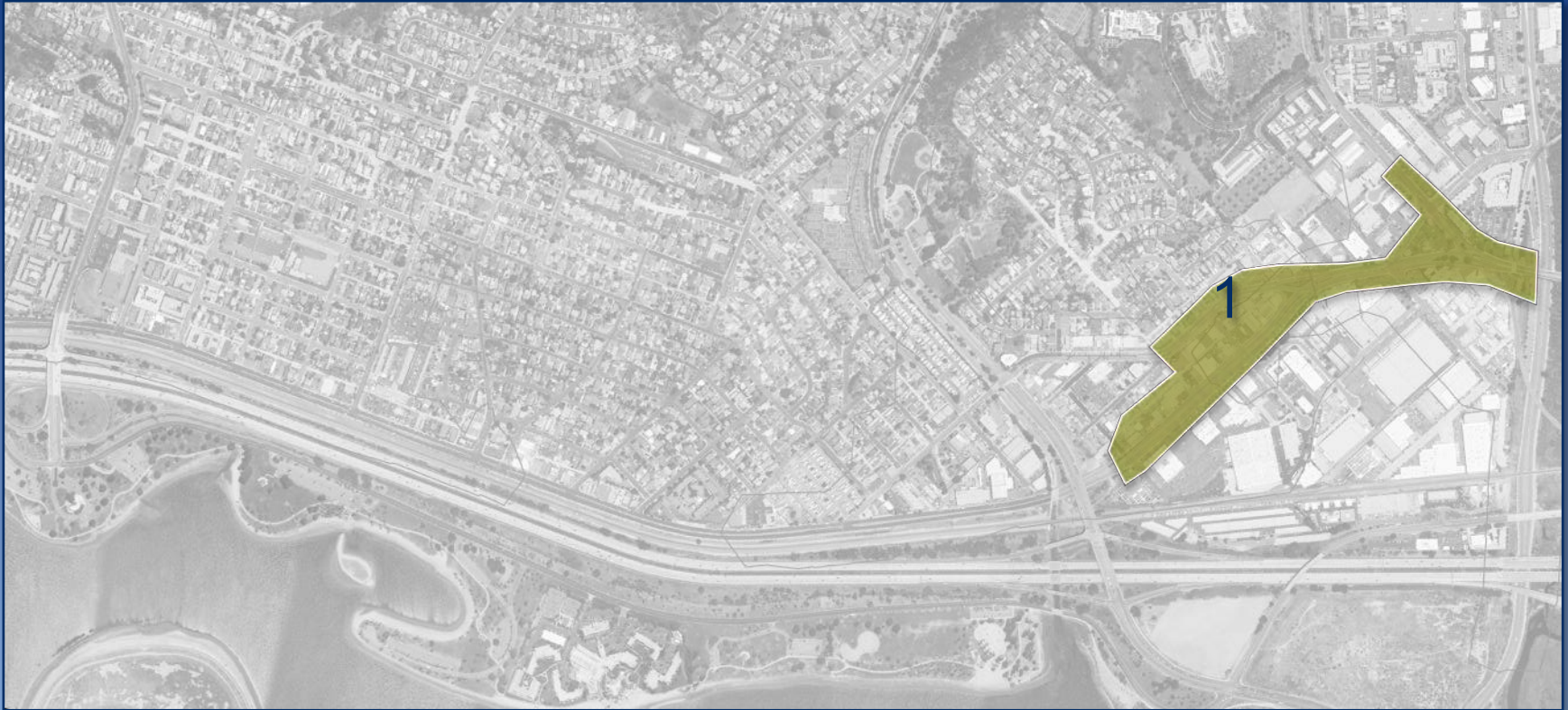
Alt. 2: Moderate Mobility
Focus

MOBILITY OPTIONS: OVERVIEW



Alt. 3: Aggressive Mobility
Focus

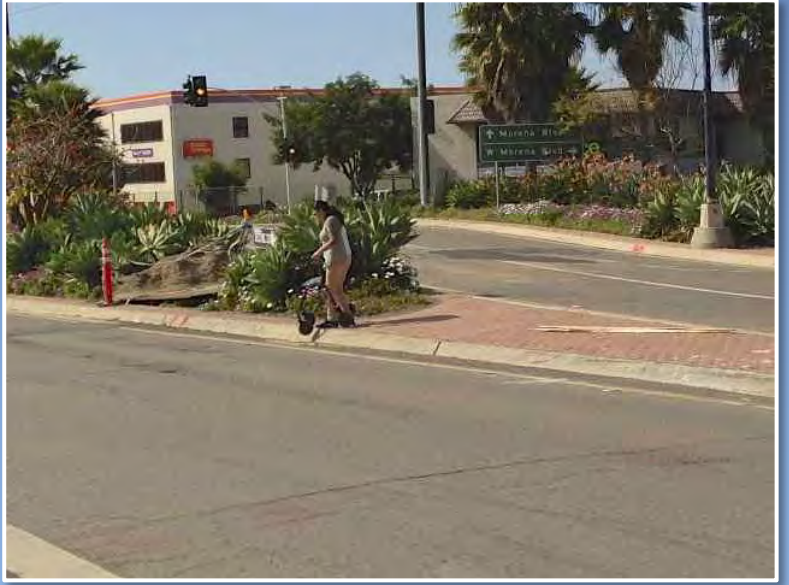
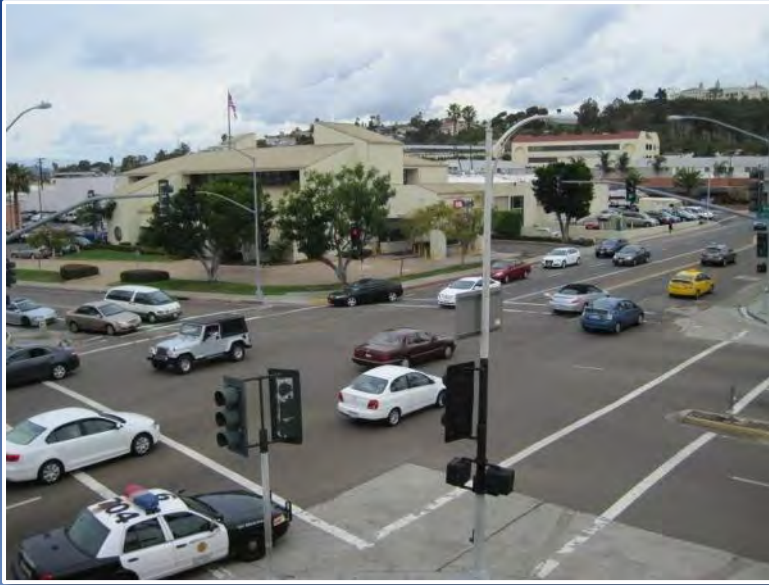
MOBILITY OPTIONS: SOUTH MORENA



1) South Morena Roadway, Bike & Ped. Improvements

MOBILITY OPTIONS: SOUTH MORENA

GME



MOBILITY OPTIONS: SOUTH MORENA



Alt. 1: Conservative Mobility Alt. 2: Moderate Mobility Alt. 3: Aggressive Mobility

Focus MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO Focus

DIEGO

MOBILITY OPTIONS: SOUTH MORENA



Alt. 1: Conservative Mobility Alt. 2: Moderate Mobility Alt. 3: Aggressive Mobility

Focus MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN

DIEGO

MOBILITY OPTIONS: SOUTH MORENA



Alt. 1: Conservative Mobility Alt. 2: Moderate Mobility Alt. 3: Aggressive Mobility

Focus MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO Focus

DIEGO

MOBILITY OPTIONS: TECOLOTE BRIDGE



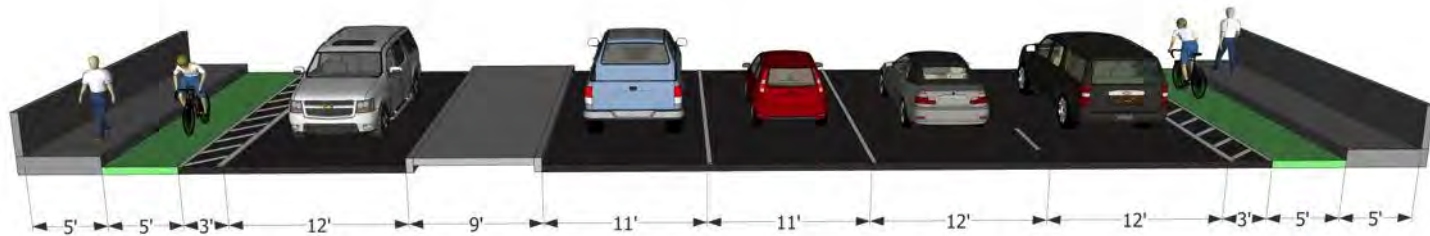
2) Tecolote Bridge & Bike & Ped. Improvements

MOBILITY OPTIONS: TECOLOTE BRIDGE



MOBILITY OPTIONS: TECOLOTE BRIDGE

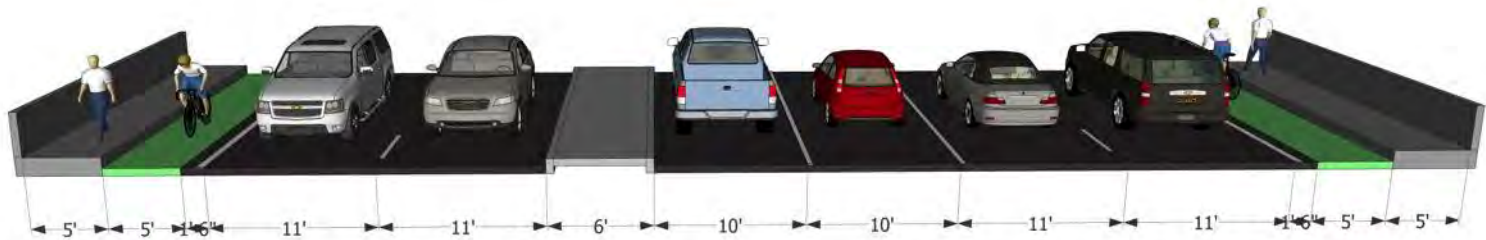
Alt. 1: Moderate Mobility Focus



Buffered Painted Bike Lanes • Dropped Westbound Vehicle Lane • Narrowed Median

MOBILITY OPTIONS: TECOLOTE BRIDGE

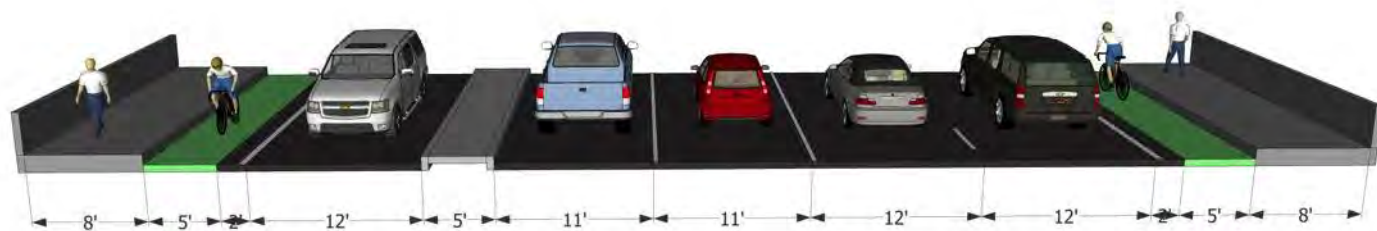
Alt. 2: Conservative Mobility Focus



Standard Width Painted Bike Lanes • Narrowed Vehicle Lanes •
Narrowed Median

MOBILITY OPTIONS: TECOLOTE BRIDGE

Alt. 3: Aggressive Mobility Focus



Standard Width Painted Bike Lanes • Dropped WB Travel Lane •
Widened Walkways

MOBILITY OPTIONS: TECOLOTE BRIDGE



Alt. 1: Conservative Mobility

Alt. 2: Moderate Mobility

Alt. 3: Aggressive Mobility

Focus

Focus

Focus

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN

DIEGO

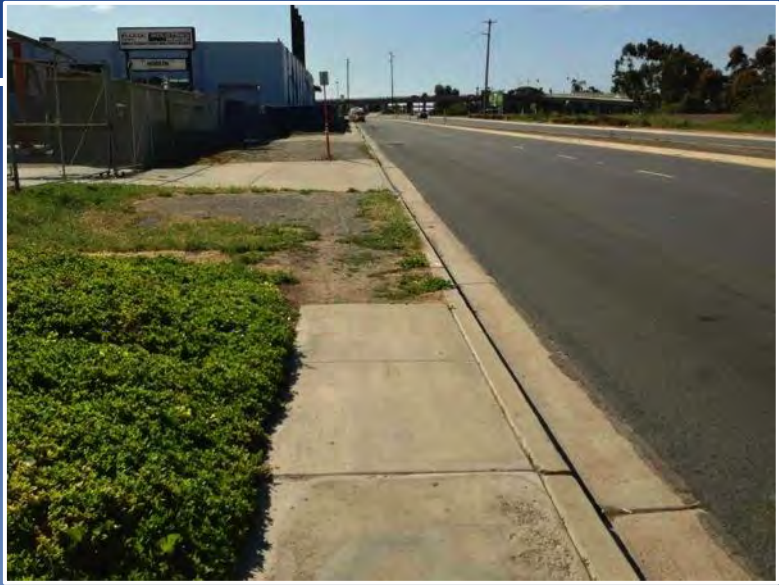
MOBILITY OPTIONS: NORTH MORENA



3) North Morena & Bike & Ped. Improvements

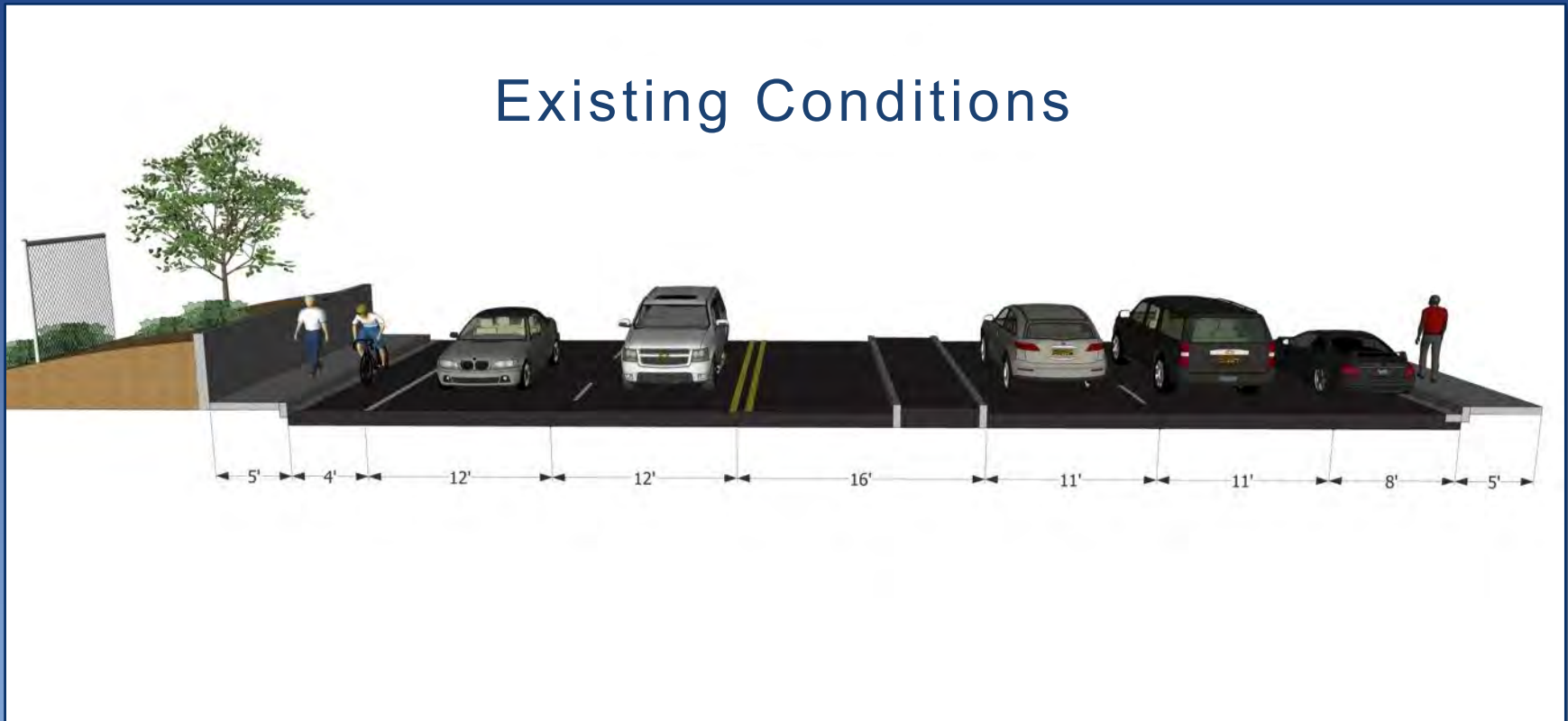
MOBILITY OPTIONS: NORTH MORENA

SEGMENT



MOBILITY OPTIONS: NORTH MORENA SEGMENT

Existing Conditions

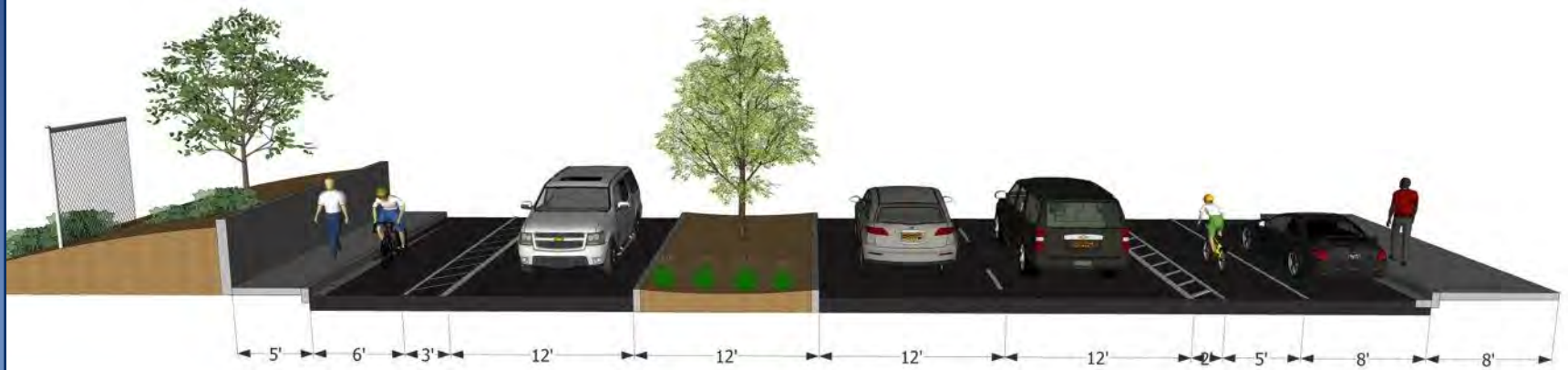


2 Lanes Each Direction • Substandard Bike Lane • Parking 1

Side • No Street Trees

MOBILITY OPTIONS: NORTH MORENA SEGMENT

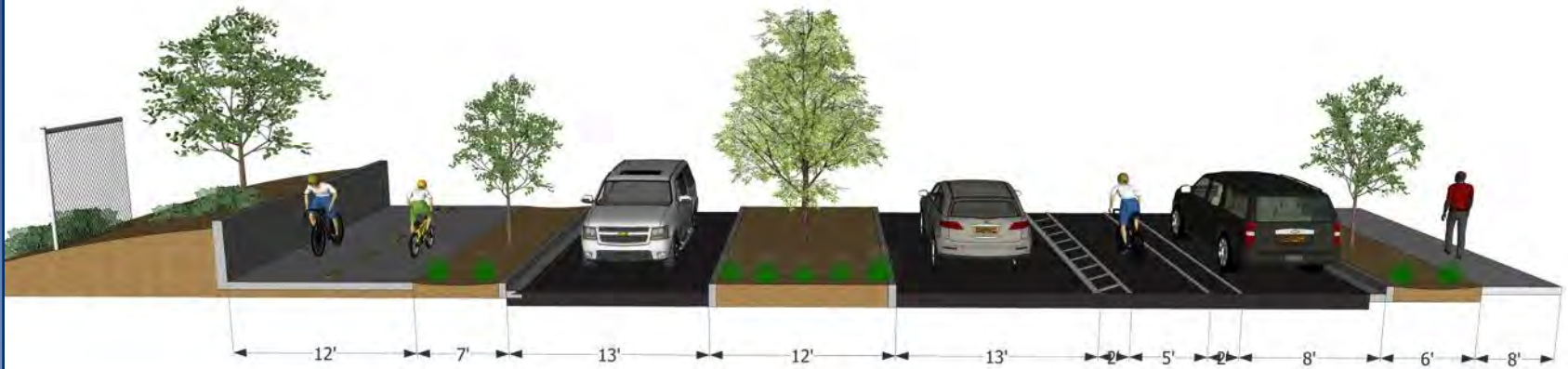
Alt. 1: Moderate Mobility Focus



1 Lane SB • 2 Lane NB • Buffered Bike Lanes • Parking 1 Side •
Median Street Trees

MOBILITY OPTIONS: NORTH MORENA SEGMENT

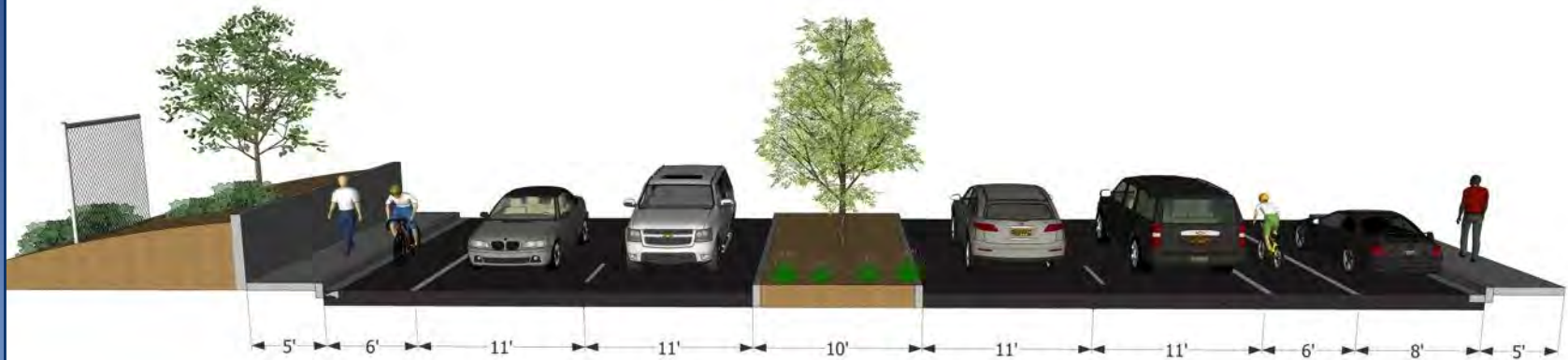
Alt. 2: Aggressive Mobility Focus



1 Lane Each Direction • Buffered Bike Lane NB • Multi-use Path
SB • Parking 1 Side • Trees

MOBILITY OPTIONS: NORTH MORENA SEGMENT

Alt. 3: Conservative Mobility Focus



2 Lanes Each Direction • Standard Bike Lane • Parking 1 Side •
Modified Medians with Trees

MOBILITY OPTIONS: NORTH MORENA



Alt. 1: Conservative Mobility Alt. 2: Moderate Mobility Alt. 3: Aggressive Mobility

Focus MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN

DIEGO

MOBILITY OPTIONS: CLAIREMONT BRIDGE



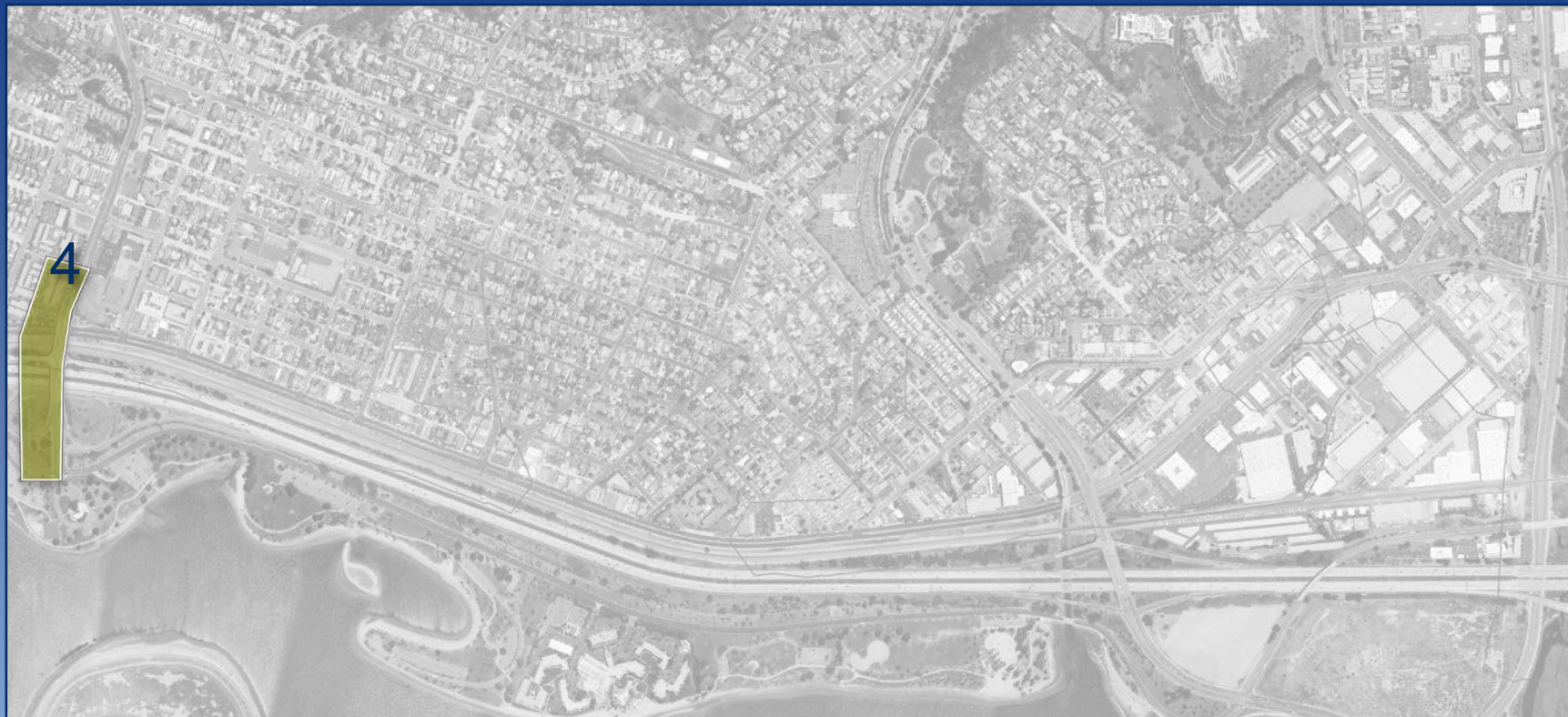
Alt. 1: Conservative Mobility Alt. 2: Moderate Mobility Alt. 3: Aggressive Mobility

Focus

Focus

Focus

MOBILITY OPTIONS: CLAIREMONT BRIDGE



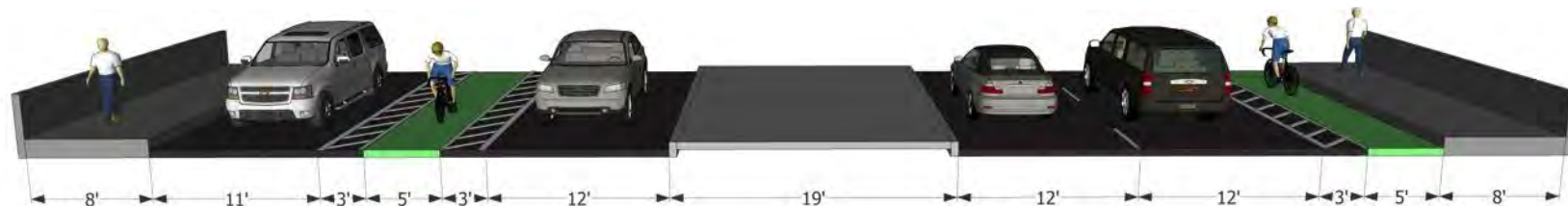
4) Clairemont Bridge & Bike & Ped. Improvements

MOBILITY OPTIONS: CLAIREMONT BRIDGE



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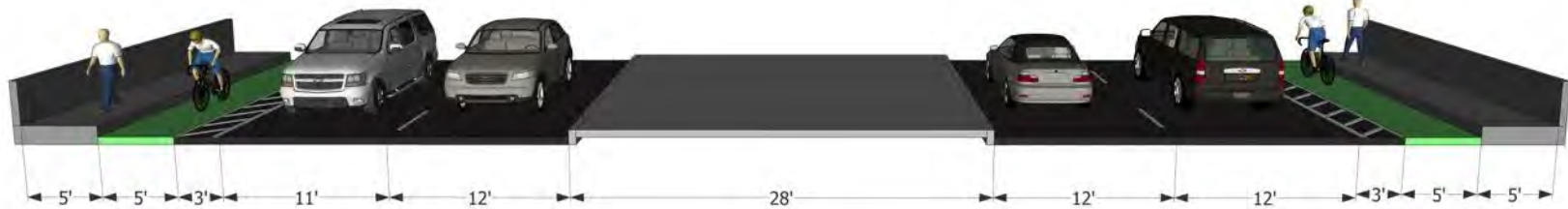
Alt. 1: Conservative Mobility Focus



Double Buffered / Painted Bike Lanes • Reclaim Median & EB
Acceleration Lane

MOBILITY OPTIONS: CLAIREMONT BRIDGE

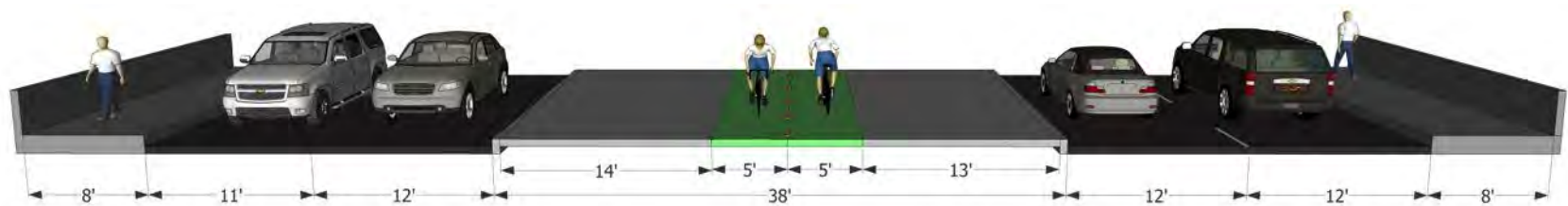
Alt. 2: Moderate Mobility Focus



Buffered / Painted Bike Lanes • Signal Technology for Advance
Ped. & Bike Crossings • Reclaim EB Acceleration Lane •
Reduced Vehicle Lanes

MOBILITY OPTIONS: CLAIREMONT BRIDGE

Alt. 3: Aggressive Mobility Focus



Median Running Painted Bike Lanes • Signal Technology for Special Bike & Ped. Only Phase



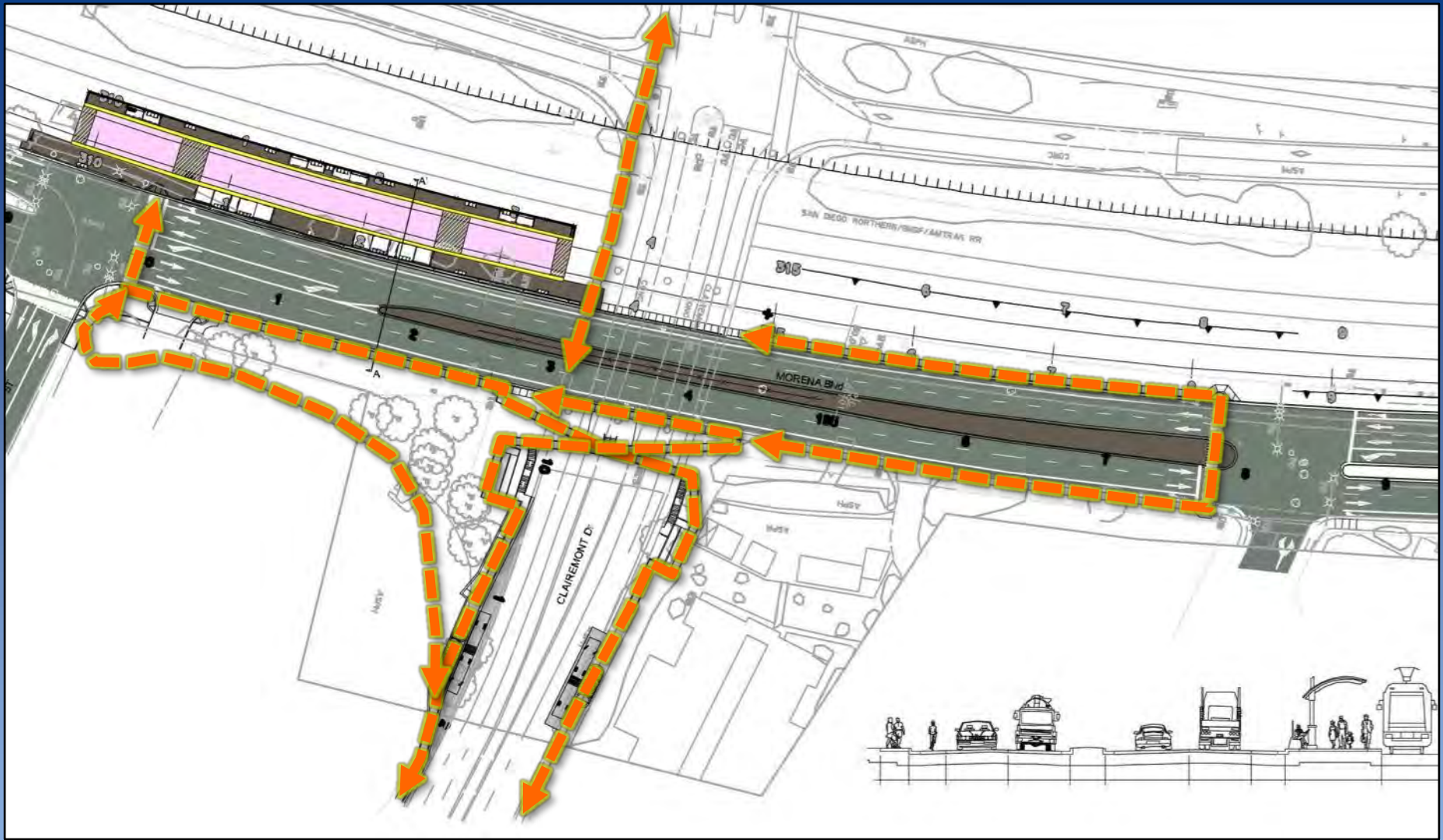
STATIONS

“Identifying the right land uses & connections to support the community vision & transit investment”

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO



PROPOSED TECOLOTE STATION
MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN
DIEGO



PROPOSED CLAIREMONT STATION
MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN
DIEGO

TRAFFIC MODELING NOTES

Intersection #	Streets	YEAR 2013		YEAR 2035									
		EXISTING CONDITIONS		2035 BASELINE Adopted Land Uses + Baseline Road Network		Proposed Land Use(ALT.2) + Baseline Road Network		ALTERNATIVE 1 (lane reductions / T intersections)		ALTERNATIVE 2 (T-intersection & 1-way triangle loop)		ALTERNATIVE 3 (roundabouts)	
		LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay	LOS	Avg Delay
1	Morena & Gesner	B	10	B	12	B	11	B	11	B	11	B	11
3	Morena & Ingulf	B	12	B	14	B	12	B	14	B	14	B	14
9	Morena & West Morena (north split)	B	11	B	13	B	12	B	14	B	14	B	14
10	Knoxville & Morena	B	12	B	13	B	11	B	13	B	13	B	13
11	Morena & Tecolote	D	48	D	48	D	48	D	<55	D	<55	E	60
14	West Morena & Morena (south split)	A	10	A	13	B	15	B	20	C	22	C	29
18	Morena & Napa & Sherman	D	52	D	47	D	42	D	47	B	<20	D/E	<55
19	Morena & Linda Vista	B	20	B	25	C	26	C	21	A	<10	C	<35
20	Napa & Linda Vista	E	78	F	>80	F	>80	E	78	C	21	E	78

TRAFFIC MODELING NOTES

- MBAP land uses produce less trips than CP land uses
 - Primarily due to “internal capture”
- Proposed changes create a more even split of traffic on Morena/West Morena
 - Treatment of the south split affects diversion of traffic
- “Pass-through” traffic decreases with MBAP changes
 - Elimination of excess capacity discourages Morena as a by-pass
 - Reduces trips through corridor by approx. 10%

TRAFFIC MODELING NOTES

- North portion of study area operates well even with lane reductions
- South portion, both a roundabout & a “T” works well
- Morena/Napa/Sherman operates at a LOS “C” with a two-lane roundabout, but LOS “F” with one lane. Proposed configuration is D/E
- “Triangle-about” simplifies turning movements, reduces delay by about 30-40 seconds per intersection, but increases travel distance by about 30 seconds
- Knoxville extension to W Morena helps ease congestion at Morena/Tecolote

INSTRUCTIONS

1. Go to the table that interests you the most (Three Alternative Mobility Option Tables & One Land Use Alternative Table)
2. Review the maps and ask questions
3. Provide written comments on post it notes
4. Rotate to the other three tables
5. Listen for a quick report back from the table facilitators

BREAK

NEXT STEPS

1. Revise concepts based on input received today
2. Adjust traffic modeling to reflect land use / roadway changes resulting from input
3. Produce Multi-modal Mobility Report, including recommended projects/improvements
4. Produce a Draft report including design guidelines, fiscal impact analysis, and implementation strategy
5. Present Draft for additional Public comment
6. Produce a Final report and make available to the public