INTRODUCTIONS

City of San Diego
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Other Contributors
• SANDAG
• CalTrans
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<tr>
<td>6:00 – 6:05</td>
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<td>6:05 – 6:15</td>
<td>Input from Existing Conditions and Concepts Workshop</td>
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<td>6:15 – 6:25</td>
<td>Refined Land Use Alternatives</td>
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<td>6:25 – 6:35</td>
<td>Modeled Land Use Scenario Methodology</td>
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<td>6:35 – 7:00</td>
<td>Traffic Modeling Scenarios and Modeling Findings; Table Top Instructions</td>
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<td>Scenario Discussion at Table Tops</td>
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<td>Next Steps</td>
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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
Opportunities/Constraints:

• Create a district identity
• Add grocery store
• Encourage restaurant uses
• Improve “the triangle”
• Designate historic buildings
• Establish gateways
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
**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
Land Use: North Study Area (cont’d)

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

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

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

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Alt. 3 (Aggressive): North Study Area

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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)

**Legend**:
- **Green** - Additional Capacity (verified with site plan)
- **Orange** - Additional Capacity (numerical analysis only)
- **Red** - At or Near Capacity
- **Light Green** - Other Opportunity Parcels
MODELED LAND USE SCENARIO

Community Plan Land Uses

MBAP Land Uses

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
Community Plan Residential Density

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
MODLEDGED LAND USE SCENARIO

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

Community Plan Residential Density
MBAP Residential Density

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MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO

MODLED LAND USE SCENARIO

Community Plan Non-Res Density

MBAP Non-Res Density

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
MODLED LAND USE SCENARIO

Community Plan Non-Res Density

MBAP Non-Res Density

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
MODELED LAND USE SCENARIO

Community Plan Density - All

MBAP Density - All
MODLEDEED LAND USE SCENARIO

Community Plan Density - All

MBAP Density - All

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

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
LAND USE OPTIONS: VIEWS UP FROM

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
LAND USE OPTIONS: VIEWS UP FROM THE MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
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

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
LAND USE OPTIONS: INGULF VIEWS

Keyview 12 from Frankfort and Ingulf

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
LAND USE OPTIONS: DENVER VIEWS

Keyview 13 from Denver and Gesner

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

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
1953
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
Alt. 1: Conservative Mobility Focus
Alt. 2: Moderate Mobility Focus
Alt. 3: Aggressive Mobility Focus
MOBILITY OPTIONS: SOUTH MORENA

1) South Morena Roadway, Bike & Ped. Improvements
MOBILITY OPTIONS: SOUTH MORENA

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

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
MOBILITY OPTIONS: SOUTHERN MORENA

Alt. 1: Conservative Mobility
Alt. 2: Moderate Mobility
Alt. 3: Aggressive Mobility
MOBILITY OPTIONS: TECOLOTE BRIDGE

2) Tecolote Bridge & Bike & Ped. Improvements
MOBILITY OPTIONS: TECOLOTE BRIDGE

Alt. 1: Moderate Mobility Focus

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

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
3) North Morena & Bike & Ped. Improvements
MOBILITY OPTIONS: NORTH MORENA SEGMENT

Existing Conditions

- 2 Lanes Each Direction
- Substandard Bike Lane
- Parking 1 Side
- No Street Trees
Alt. 1: Moderate Mobility Focus

1 Lane SB • 2 Lane NB • Buffered Bike Lanes • Parking 1 Side • Median Street Trees
Alt. 2: Aggressive Mobility Focus

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

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

MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
4) Clairemont Bridge & Bike & Ped. Improvements
Alt. 1: Conservative Mobility Focus

Double Buffered / Painted Bike Lanes • Reclaim Median & EB Acceleration Lane
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
MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO

“Identifying the right land uses & connections to support the community vision & transit investment”
PROPOSED TECOLOTE STATION
MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
PROPOSED CLAI REMONT STATION
MORENA BOULEVARD STATION AREA PLANNING STUDY • CITY OF SAN DIEGO
## TRAFFIC MODELING NOTES

### Morena Boulevard Station Area Planning Study - City of San Diego

#### Year 2013 vs Year 2035

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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
7. Conclusion of Phase 1 by February 2014