

June 20, 2012

Advisory Committee Meeting

*Mobility, Land Use Alternatives,
and September Workshop Overview*

MIDWAY – PACIFIC HIGHWAY CORRIDOR

Community Plan Update



Mobility Goals

What we have heard...

- Address traffic and vehicular access needs
- Create an interconnected network of streets to distribute local traffic
- Create direct routes to regional access points to channelize regional traffic



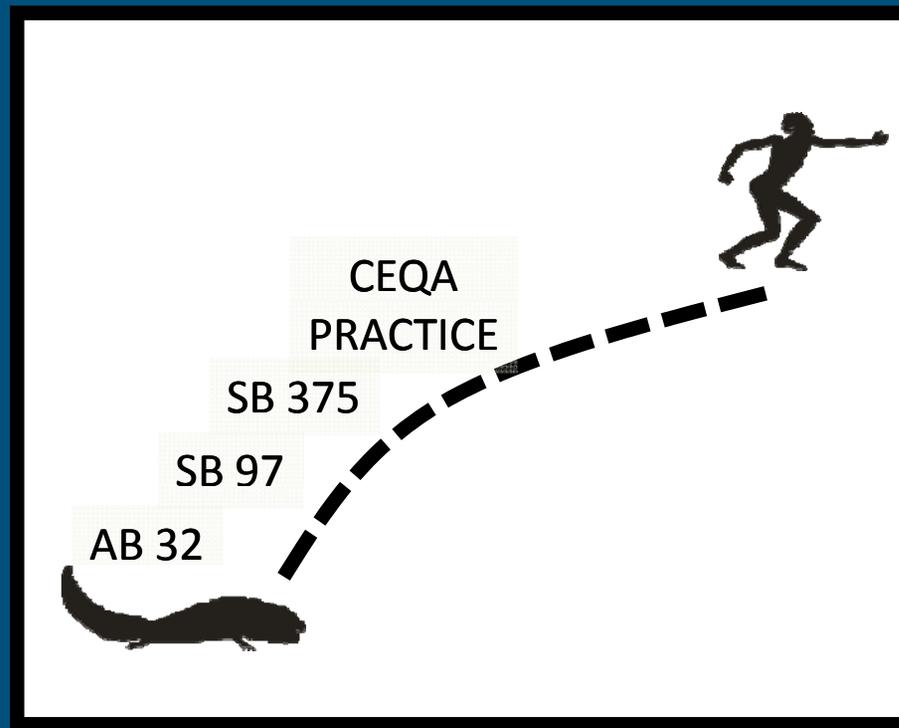
Mobility Goals

What we have heard...

- Improve pedestrian and bicyclist experience, as well as general walkability
- Explore new connections to improve linkages and reduce superblocks
- Improve connections to the river, open space/parks, and adjacent communities



Updated guidelines to include climate change



California Complete Streets Act of 2008 (AB 1358)

- Requires all cities and counties to incorporate complete streets in general plans, commencing January 2011
- State Office of Planning and Research (OPR) to develop and adopt guidelines by 2014

Safe and Complete Street Act (HR1780)

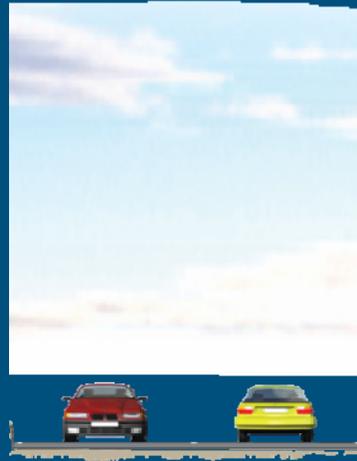
- Would require state agencies and Metropolitan Planning Organizations (including SANDAG) to implement policy within 2 years of enactment
- Would establish requirements for all federally-funded projects
- Would provide a clear procedure for exemptions
- Would require agencies to “periodically certify” projects
- Secretary of Transportation would provide guidance on best practices

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Evolution of Traffic Assessment



- What Traffic Engineers and Planners have evaluated in methods developed in the 1960's through the 2000's

Evolution of Traffic Assessment



- What Traffic Engineers and Planners are asked to evaluate as part of Multi-Modal LOS (MMLoS) from the HCM 2010 (and others)



Evolution of Traffic Assessment



- What we are asked to do for complete street requirements (California law in 2011, OPR Guidance in 2014)

Examples of Complete Streets



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Perspectives

To a driver: LOS A
To an economist: LOS F

To a driver: LOS F
To an economist: LOS A

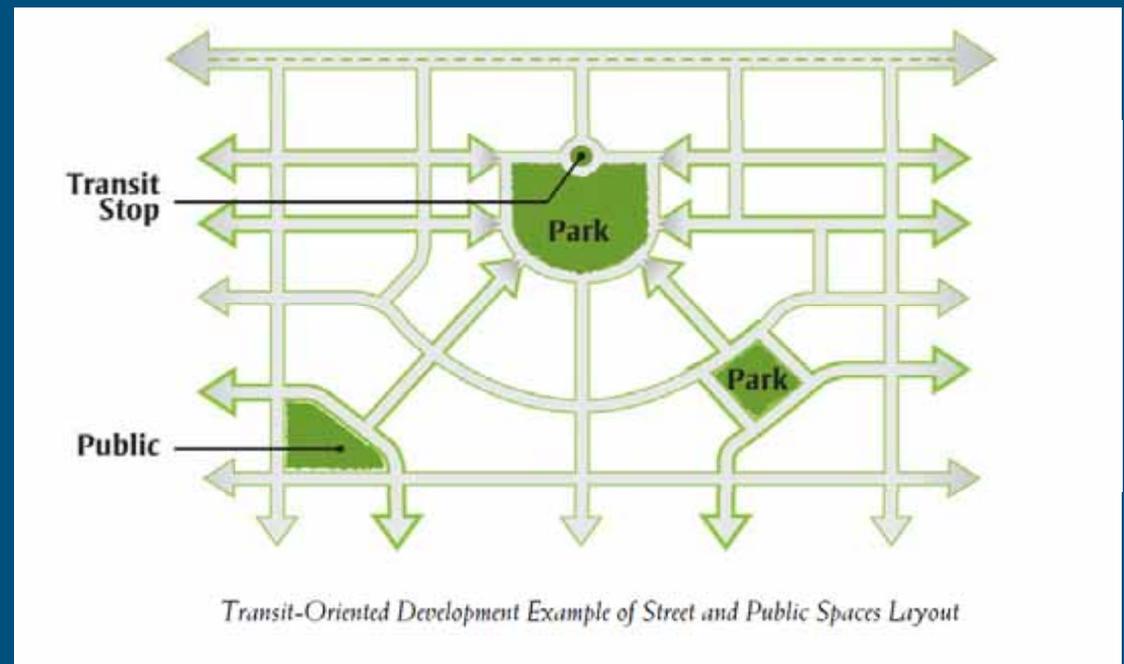


LOS (Level of Service): Used to measure traffic flow with corresponding safe driving conditions (A to F)

Mobility Goals

General Plan Policies, Mobility Element page ME-21

“A high degree of connectivity is desirable as it allows for shorter travel distances and greater dispersal of traffic.”



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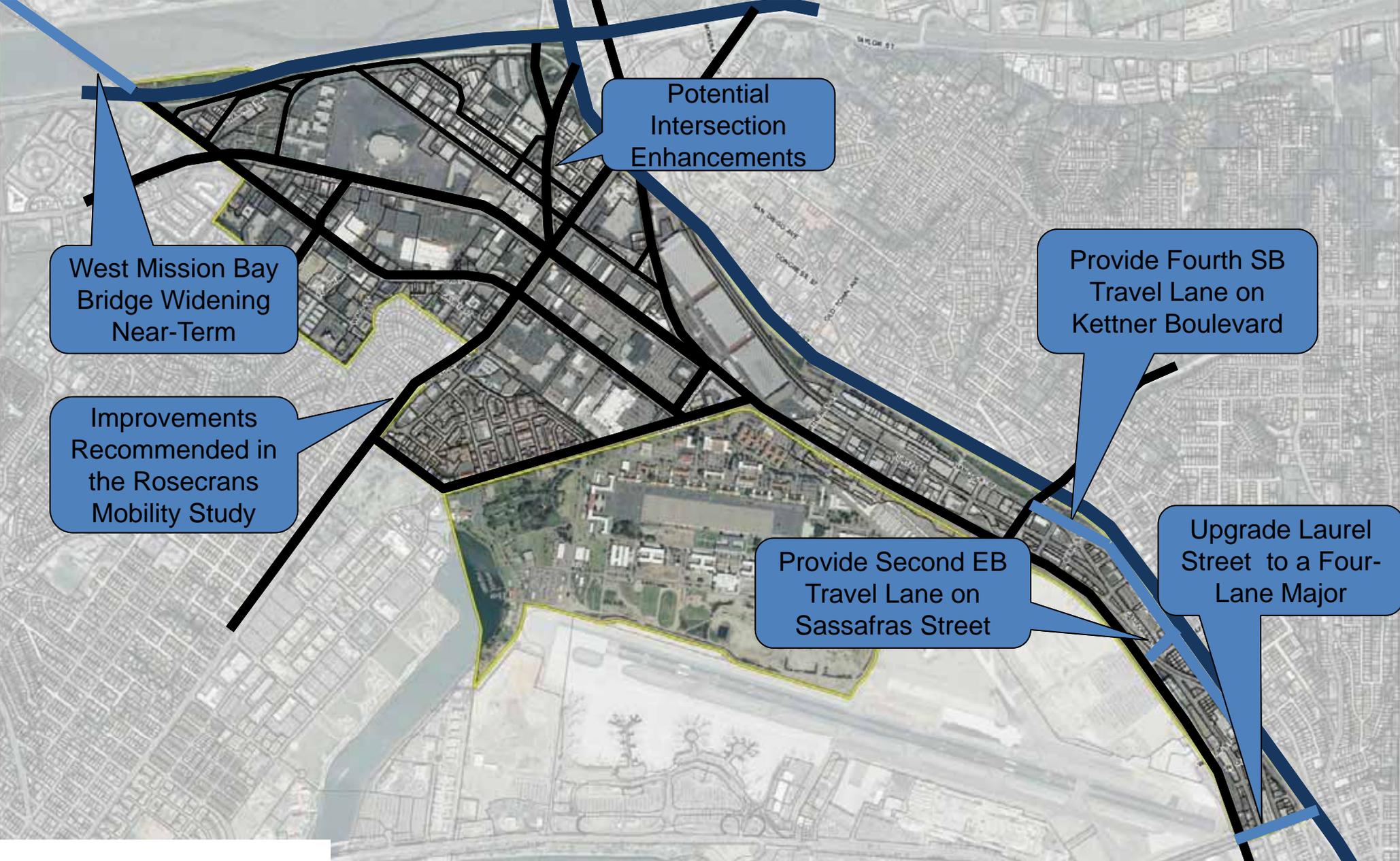
Mobility

Potential Community Plan Principles

- Provide convenient and desirable routes for all modes of travel
- Promote network connectivity
- Improve access for all modes to adjoining neighborhoods and regional access points
- Strive for standard block lengths and intersection spacing for large infill development projects



Mobility: Operational Improvements



West Mission Bay Bridge Widening Near-Term

Improvements Recommended in the Rosecrans Mobility Study

Potential Intersection Enhancements

Provide Second EB Travel Lane on Sassafras Street

Provide Fourth SB Travel Lane on Kettner Boulevard

Upgrade Laurel Street to a Four-Lane Major

Mobility

Rosecrans Corridor Mobility Study

- Construct Class II Bike Lanes between Lytton Street and Midway Drive
- Construct continuous Sidewalks and Class II Bike Lanes along Rosecrans Street between Sports Arena Boulevard and Pacific Highway
- Extension of Sports Arena Boulevard through the Camino Del Rio West / Rosecrans Street Intersection
- Constructing a second northbound left-turn lane and extended both the northbound and southbound the left-turn pocket lengths at the Rosecrans Street / Midway Drive intersection.
- Provide exclusive right-turn lanes for all legs of the Midway Drive / Rosecrans Street intersection

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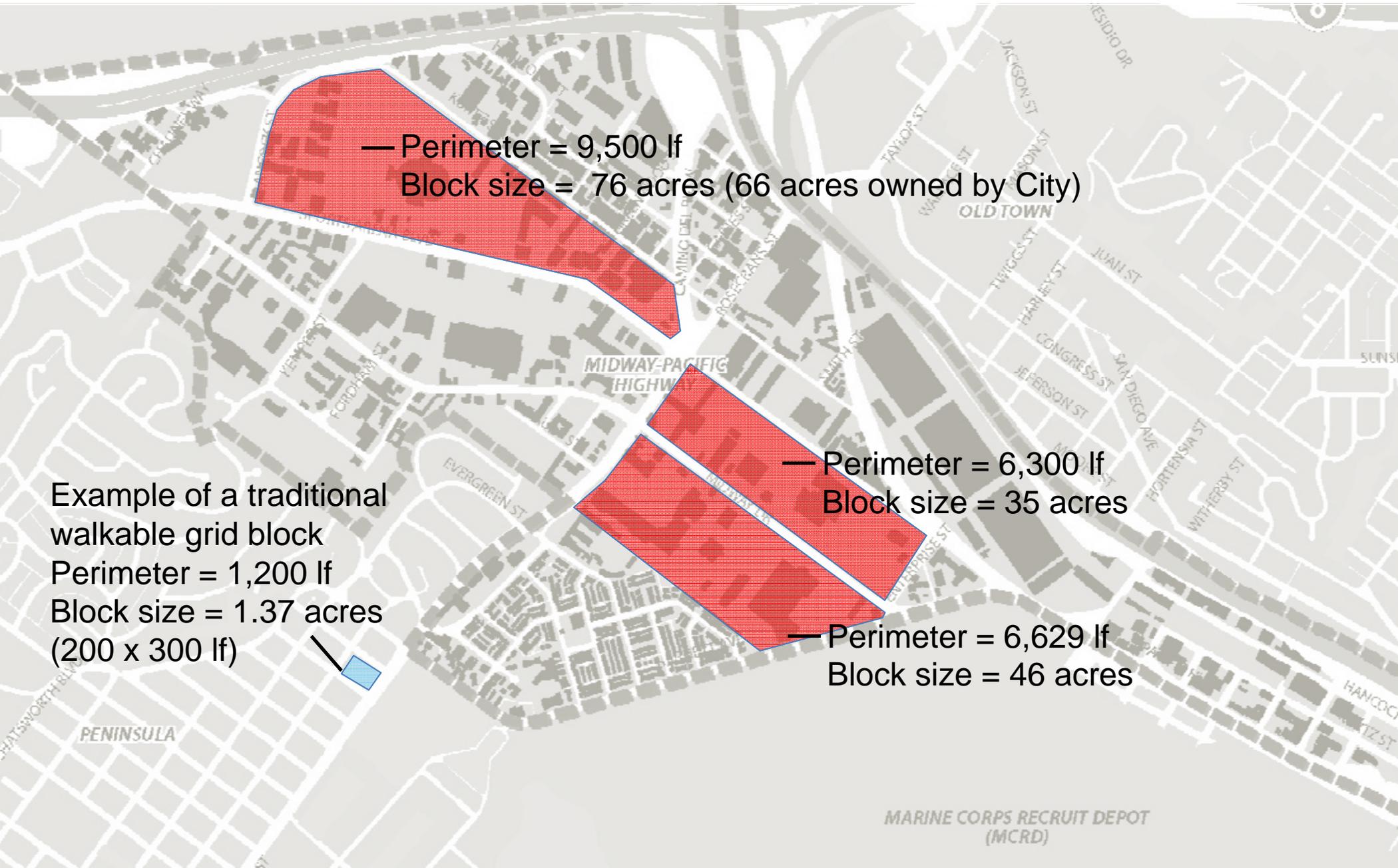
Mobility

Potential Improvements to Camino Del Rio West

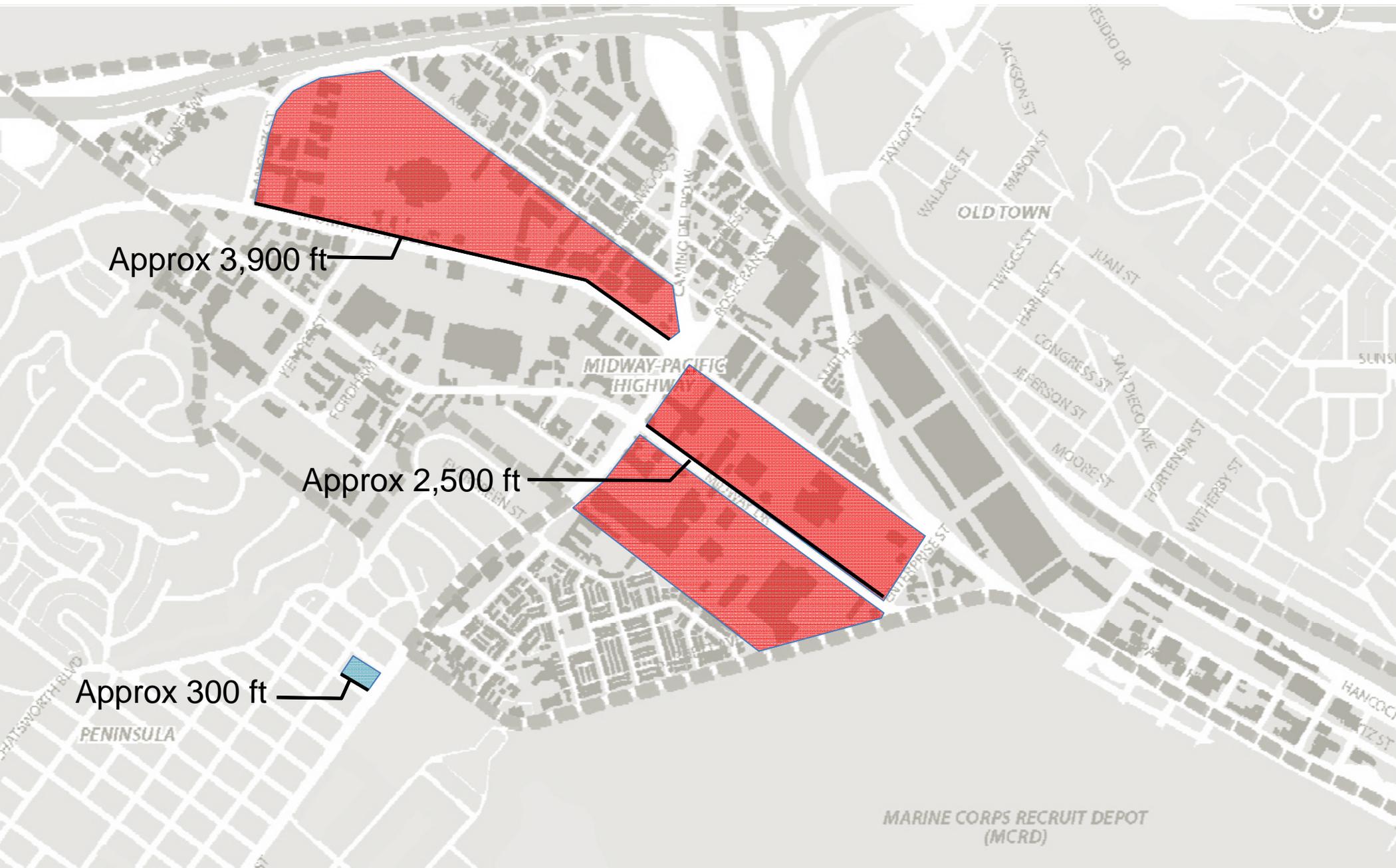
- Optimize signal timing along Camino Del Rio West
- Construct a raised median along Camino Del Rio West at the Moore Street intersection (Included in Rosecrans Mobility Plan)
- Construct southbound left-turn pocket at the Hancock Street intersection



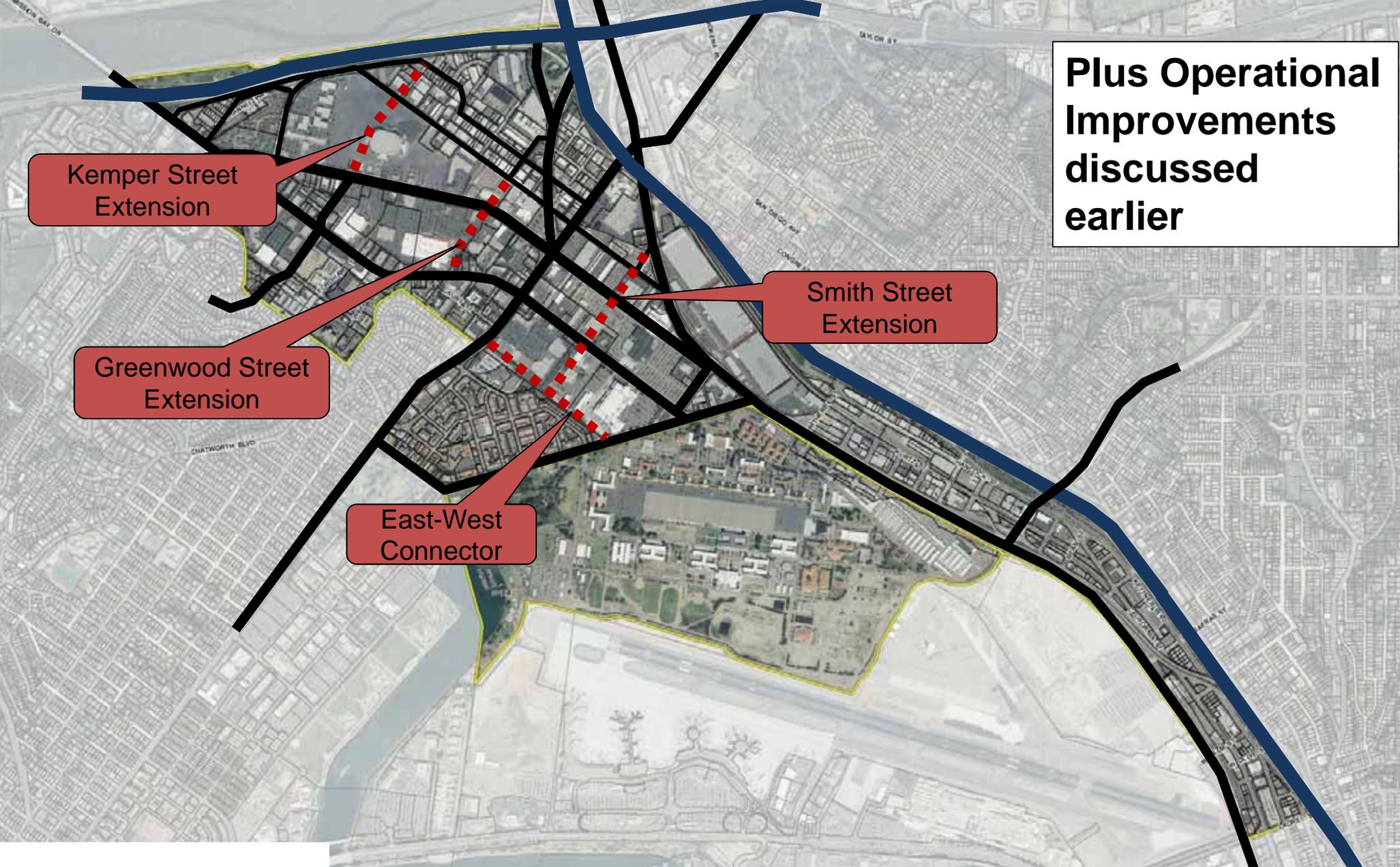
Mobility: Large (Super) Blocks



Mobility: Large (Super) Blocks



Mobility: Network Expansion



Plus Operational Improvements discussed earlier

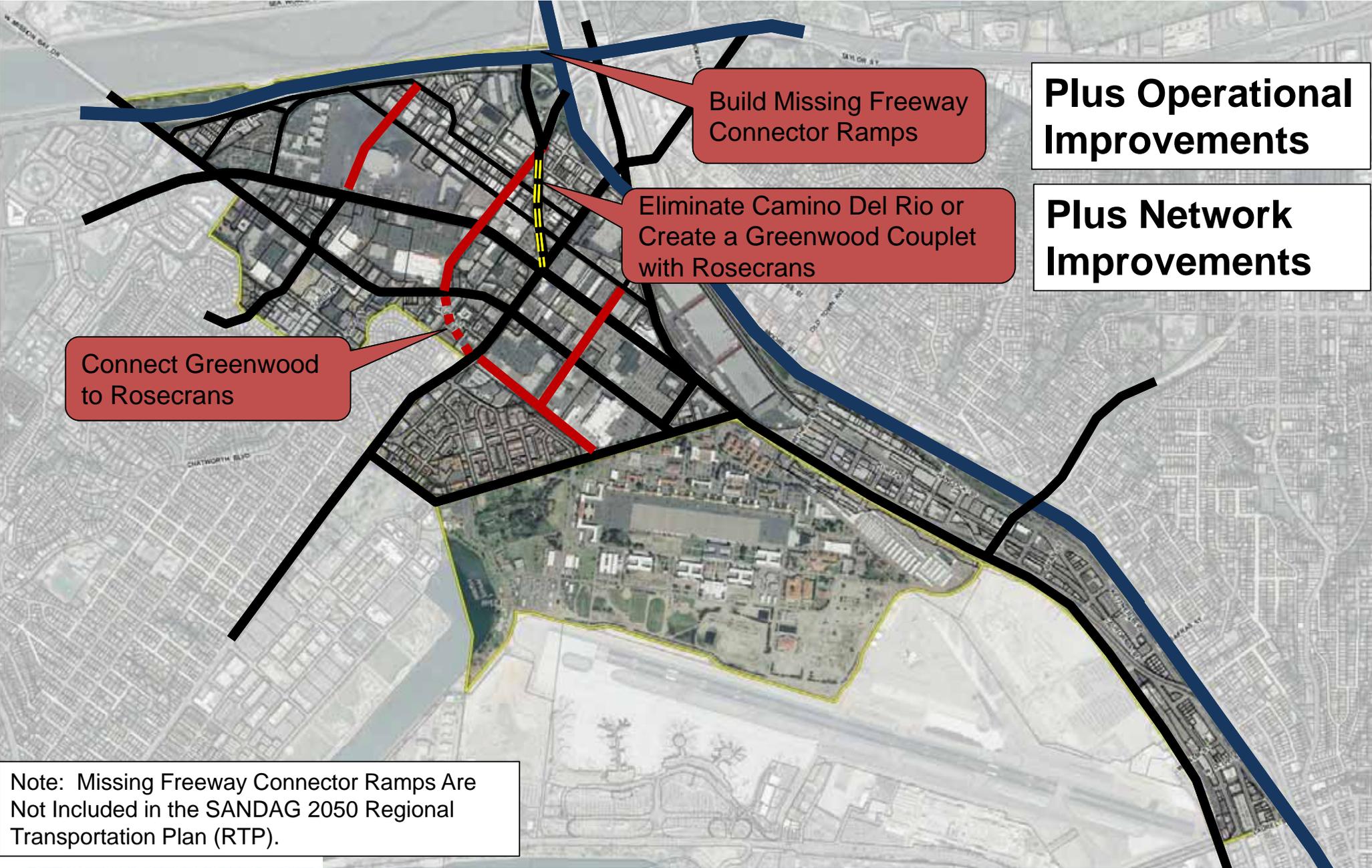
Kemper Street Extension

Greenwood Street Extension

East-West Connector

Smith Street Extension

Mobility: Regional Connections



Build Missing Freeway Connector Ramps

Eliminate Camino Del Rio or Create a Greenwood Couplet with Rosecrans

Connect Greenwood to Rosecrans

Plus Operational Improvements

Plus Network Improvements

Note: Missing Freeway Connector Ramps Are Not Included in the SANDAG 2050 Regional Transportation Plan (RTP).

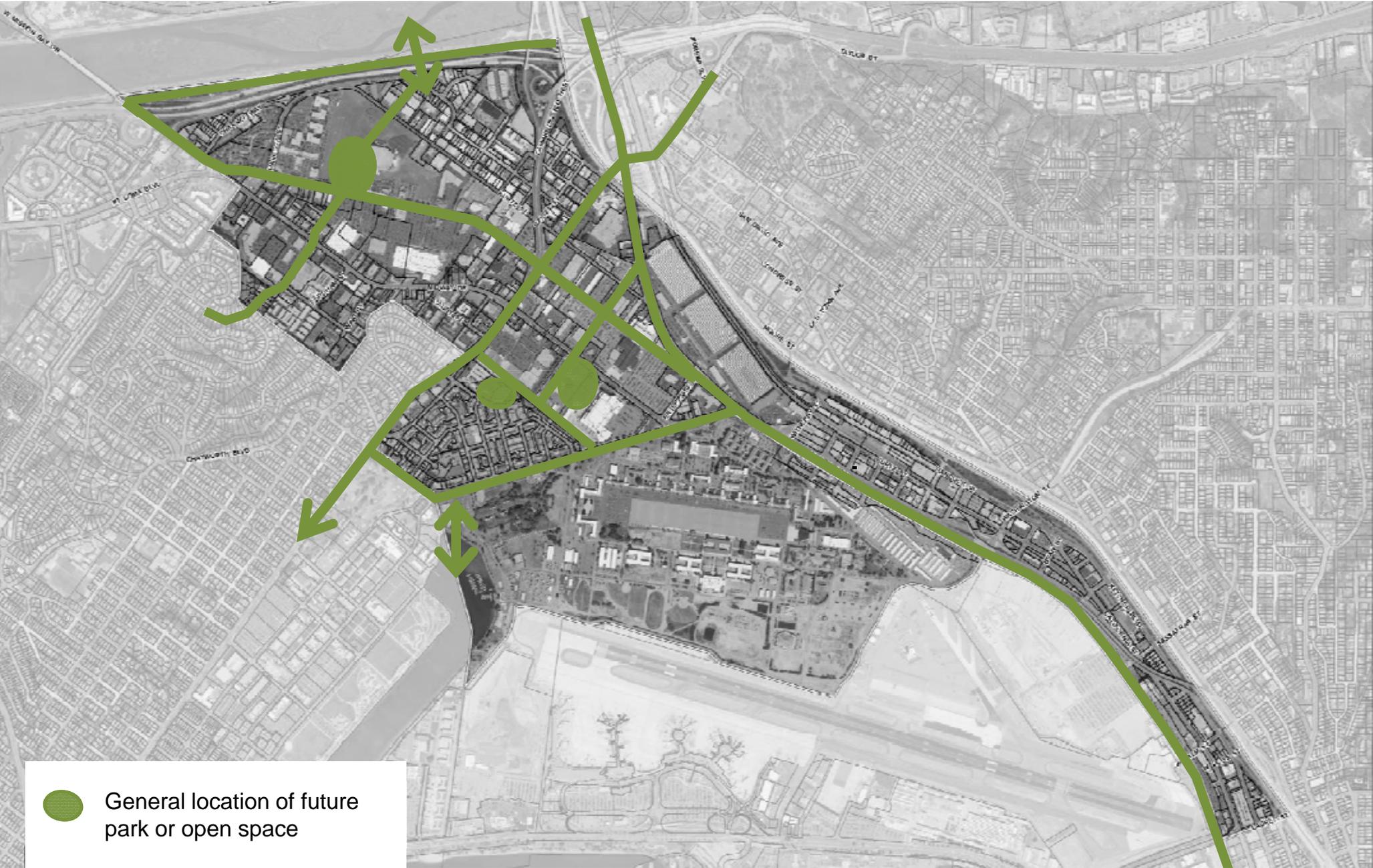
Parks and Recreation Goals

What we have heard...

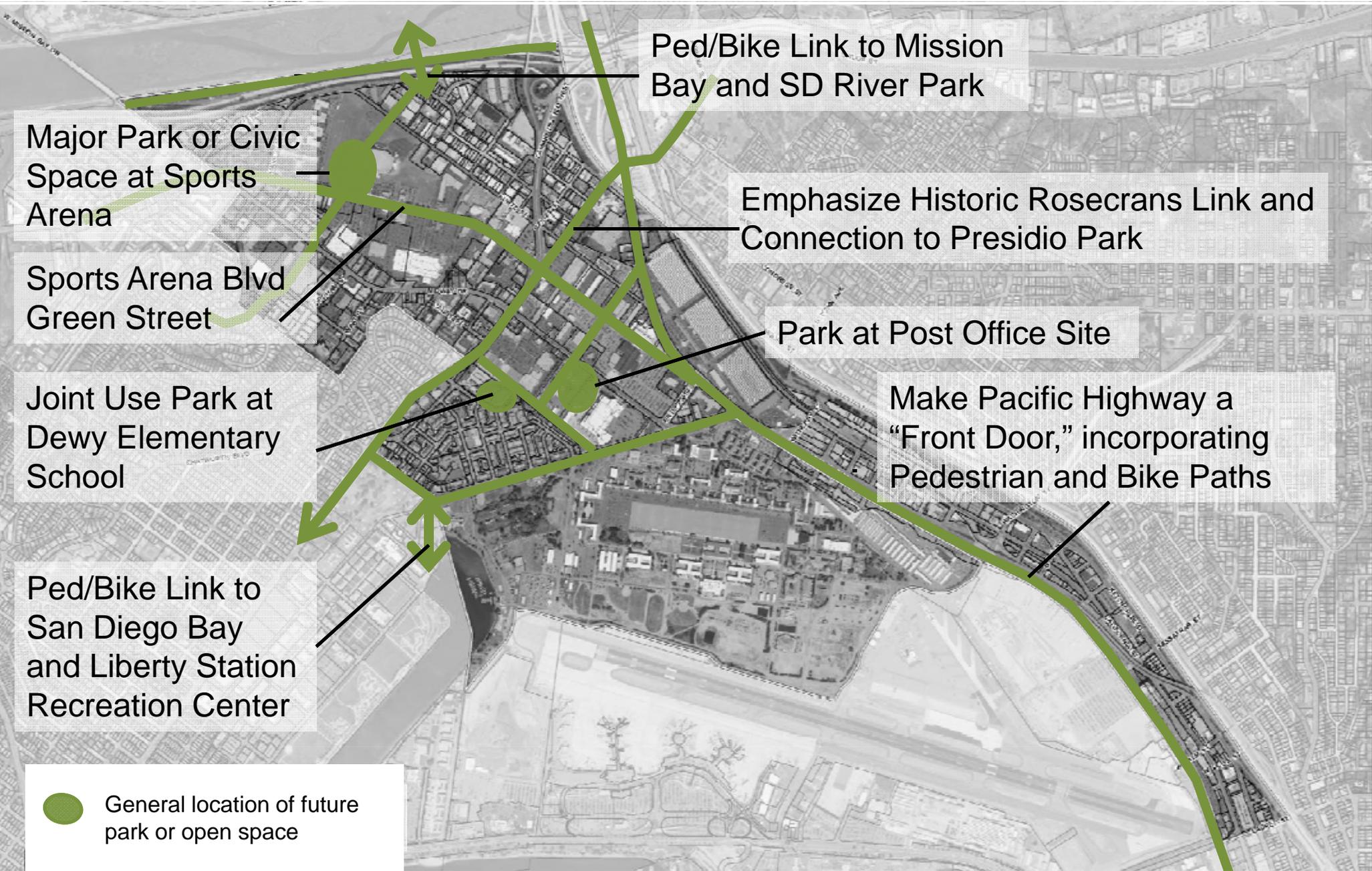
1. Improve pedestrian and bike connections to parks, adjacent communities, and across I-8 to the San Diego River Park
2. Strengthen portions of Rosecrans Street, Sports Arena Blvd, Midway Drive, Pacific Highway and Barnett Avenue as complete/ green streets
3. Incorporate different types of park space, including population-based parks and civic spaces, and smaller parks and plazas
4. Create a major public amenity or civic space



Parks and Open Space Opportunities



Parks and Open Space Opportunities





NEIGHBORHOOD PARKS AND PLAZAS



MAJOR GATHERING SPACES



PEDESTRIAN AND BIKE PATHS

Opportunity Area Goals

What we have heard...

Major opportunity areas and “areas of potential change”

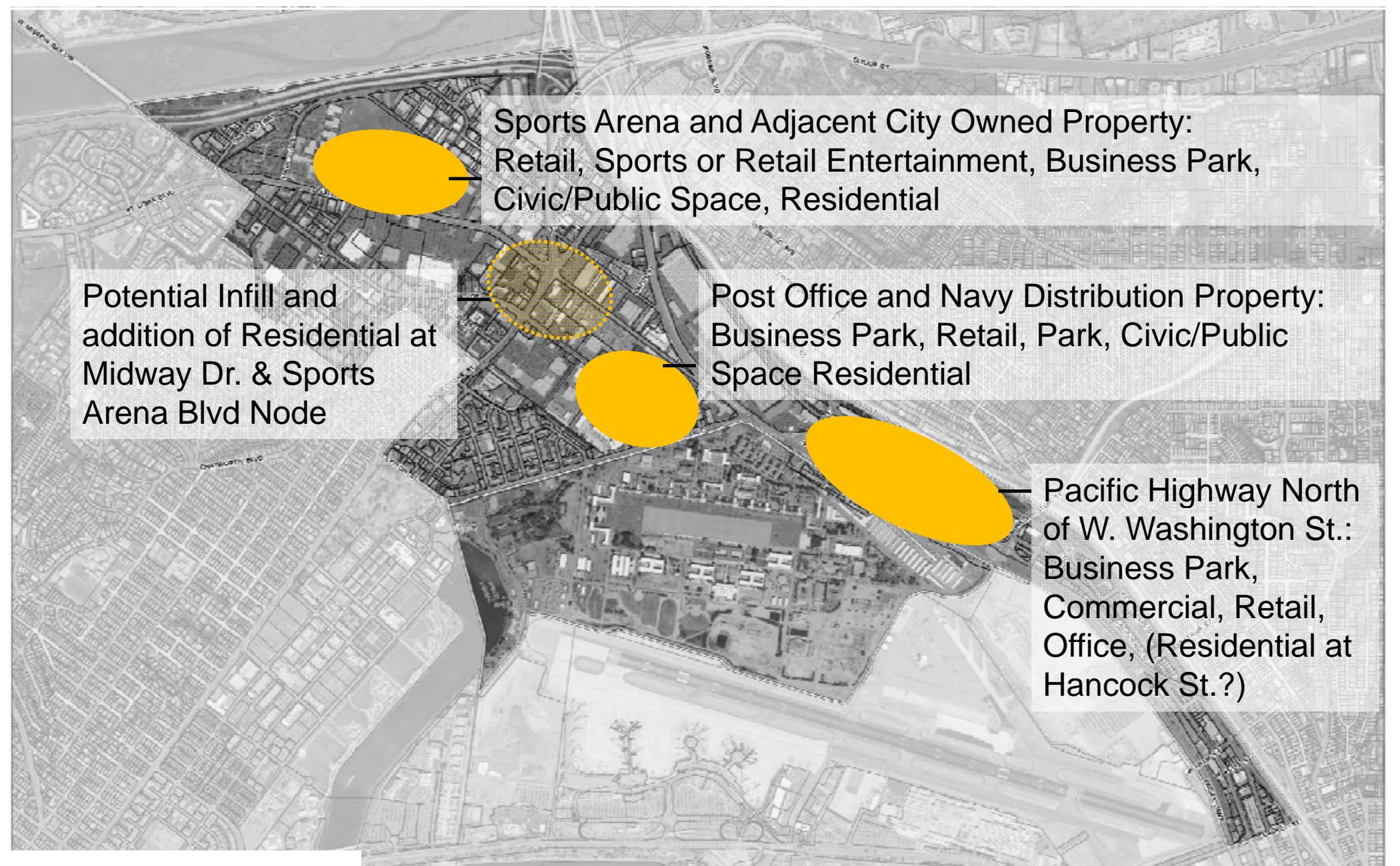
- Sports Arena & Adjacent City Owned Property
- Midway Post Office & Navy Distribution Property
- Pacific Highway Corridor
(W. Washington St to Barnett Ave)
- Rosecrans St - Midway Dr & Sports Arena Blvd
Node

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Opportunity Areas



Sports Arena and Adjacent City Owned Property:
Retail, Sports or Retail Entertainment, Business Park,
Civic/Public Space, Residential

Potential Infill and
addition of Residential at
Midway Dr. & Sports
Arena Blvd Node

Post Office and Navy Distribution Property:
Business Park, Retail, Park, Civic/Public
Space Residential

Pacific Highway North
of W. Washington St.:
Business Park,
Commercial, Retail,
Office, (Residential at
Hancock St.?)



BUSINESS PARK



SPORTS/ ENTERTAINMENT



RETAIL/ ENTERTAINMENT



URBAN VILLAGE



Land Use Key Opportunities

BUSINESS PARK

Support defense industry and attract employment

1. Mixed-use category incorporating high tech, R&D, and business park uses
2. Specify residential, or residential not permitted
3. Can incorporate/be complimentary to sports/entertainment uses because of potential to share parking resources
4. Benefits from urban, mixed-use setting, proximity to transit, airport, military, etc.

SPORTS/ RETAIL ENTERTAINMENT

Support history of area's development with a new destination/civic use

1. Would be permitted within any mixed-use category
2. May incorporate major interior and/or exterior destination(s) related to sports, entertainment, retail
3. High potential for landmark building or civic space as an anchor

URBAN or COMMUNITY VILLAGE

Provide intensity mixed-use setting

1. Transit focus
2. Residential required
3. May allow for combination of horizontal and commercial mixed-use

Community Commercial - Residential Permitted

Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles. It can also be applied to Transit Corridors where multifamily residential uses could be added to enhance the viability of existing commercial uses.

Community Commercial - Residential Prohibited

Provides for shopping areas with retail, service, civic, and office uses for the community at large within three to six miles.

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Urban Village - Residential Required

Serves the region with many types of uses, including housing, in a high-intensity, mixed-use setting. Integration of commercial and residential use is emphasized; larger civic uses and facilities are a significant component. Uses include housing, business/professional office, commercial service, and retail.

Business Park - Residential Permitted

Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the business park designation (Office, R&D, Light Manufacturing, Accessory Storage and Distribution). Multi-family residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility will be included in future zones.

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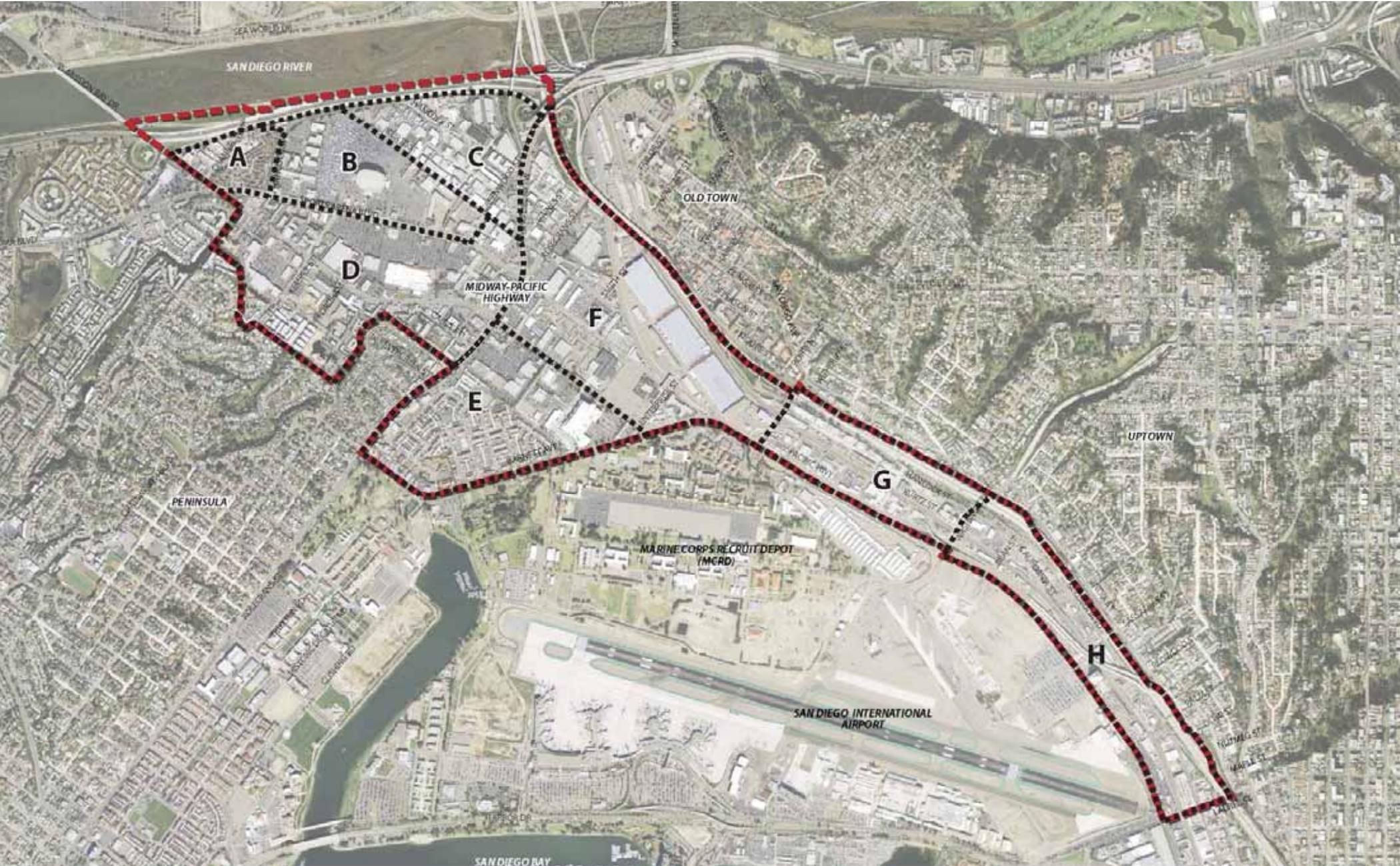
Land Use Goals

What we have heard...

1. Support defense industry, SPAWAR, and military
2. Attract and retain employment uses
3. Create a destination use at the Sports Arena site
4. Consider options for mixed-use besides residential over retail, while still allowing for new residential
5. Consider possibilities for areas of higher intensity
6. Consider Pacific Highway location (transit stations, and airport) as “front doors” and gateways to the community



Land Use Community Sub-Areas



Land Use Draft Alternative by Sub-Area

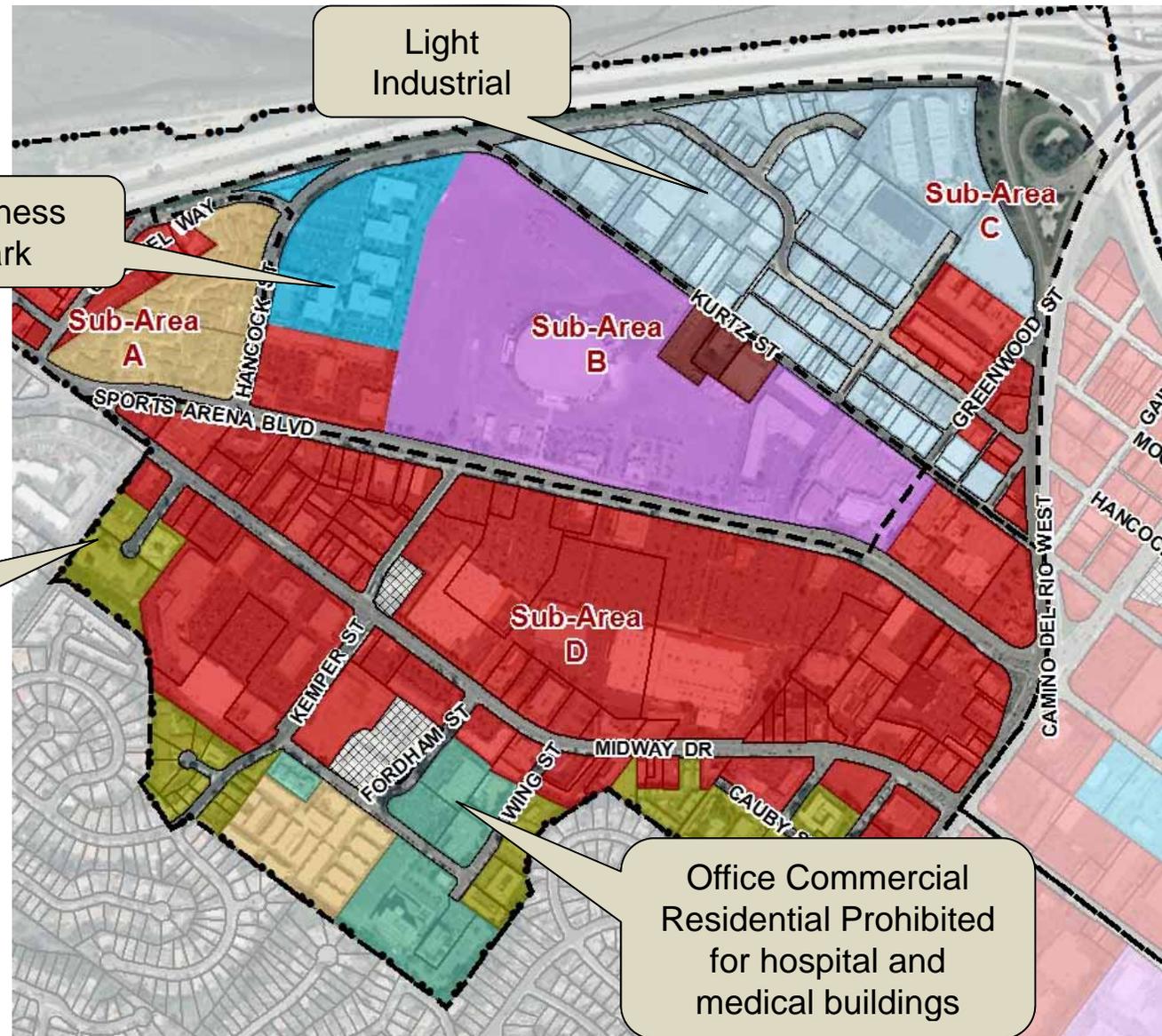
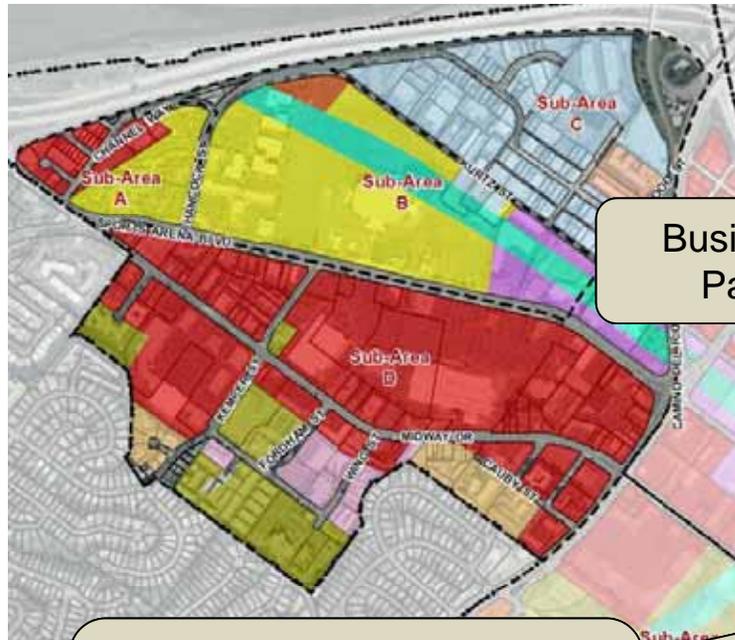
Adopted
Community
Plan Land Use
Map

Proposed Draft Land Use Map
(with options for your
consideration)

Map of Existing
Land Uses

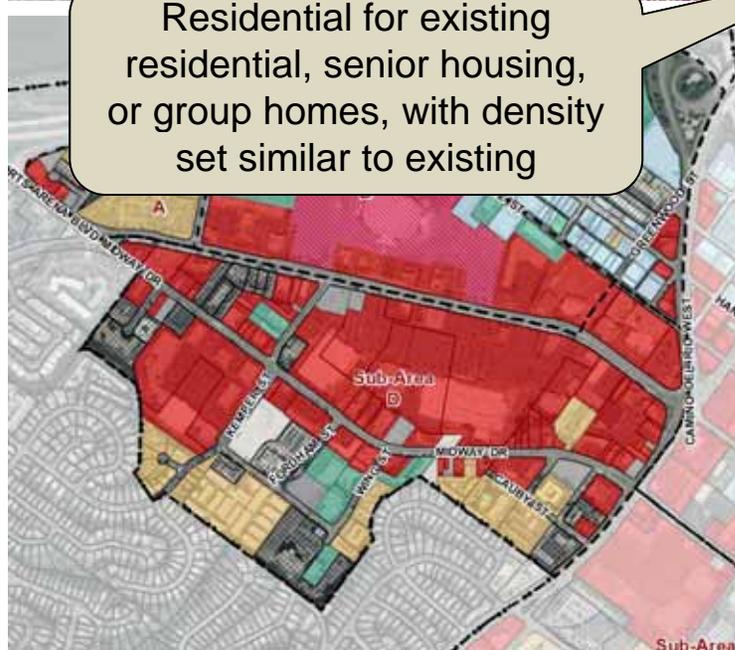
Generalized Legend

Land Use Draft Alternative Sub-Areas A-D



Residential for existing residential, senior housing, or group homes, with density set similar to existing

Office Commercial
Residential Prohibited
for hospital and
medical buildings



 Residential - Low Medium 10-14 du/ac	 Community Commercial	 Light Industrial
 Residential - Medium 15-29 du/ac	 Neighborhood Commercial	 Institutional
 Residential - Medium High 30-44 du/ac	 Heavy Commercial	 Military Use
 Community Village 30-44 du/ac	 Business Park	

Land Use Draft Alternative Sub-Areas A-D

