



Morena Corridor Specific Plan

Clairemont Community Planning Group
Ad Hoc Subcommittee Meeting
October 10, 2016

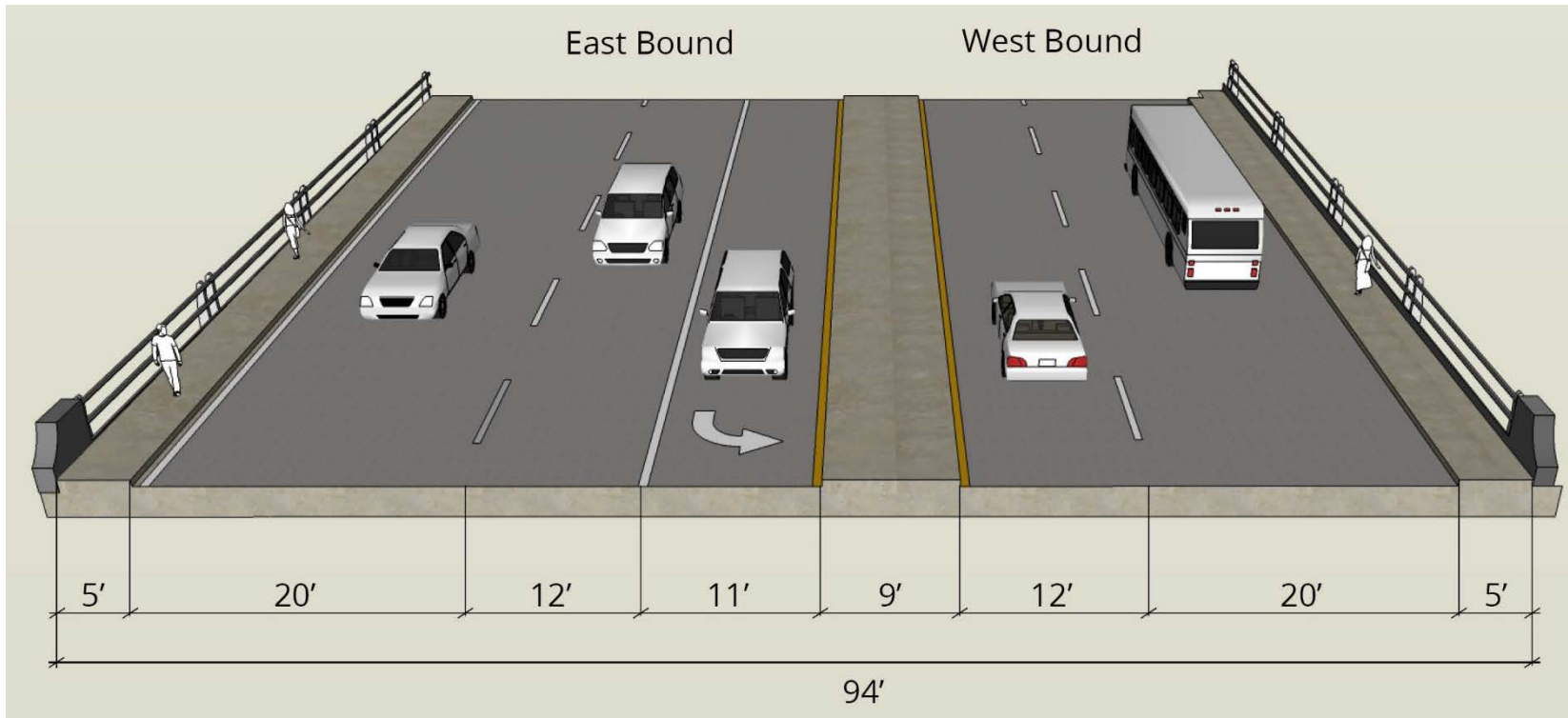
Tonight's Agenda

- Clairemont Drive Mobility
 - ❖ Overview / Existing Conditions
 - ❖ Summary of Issues
 - ❖ Draft Mobility Concepts
 - Potential Configurations
- Specific Plan Outline
 - ❖ Vision
 - ❖ Organization
- Discussion and Next Steps
 - ❖ Subcommittee Comment
 - ❖ Public Comment



Clairemont Drive

Clairemont Drive – Existing Configuration



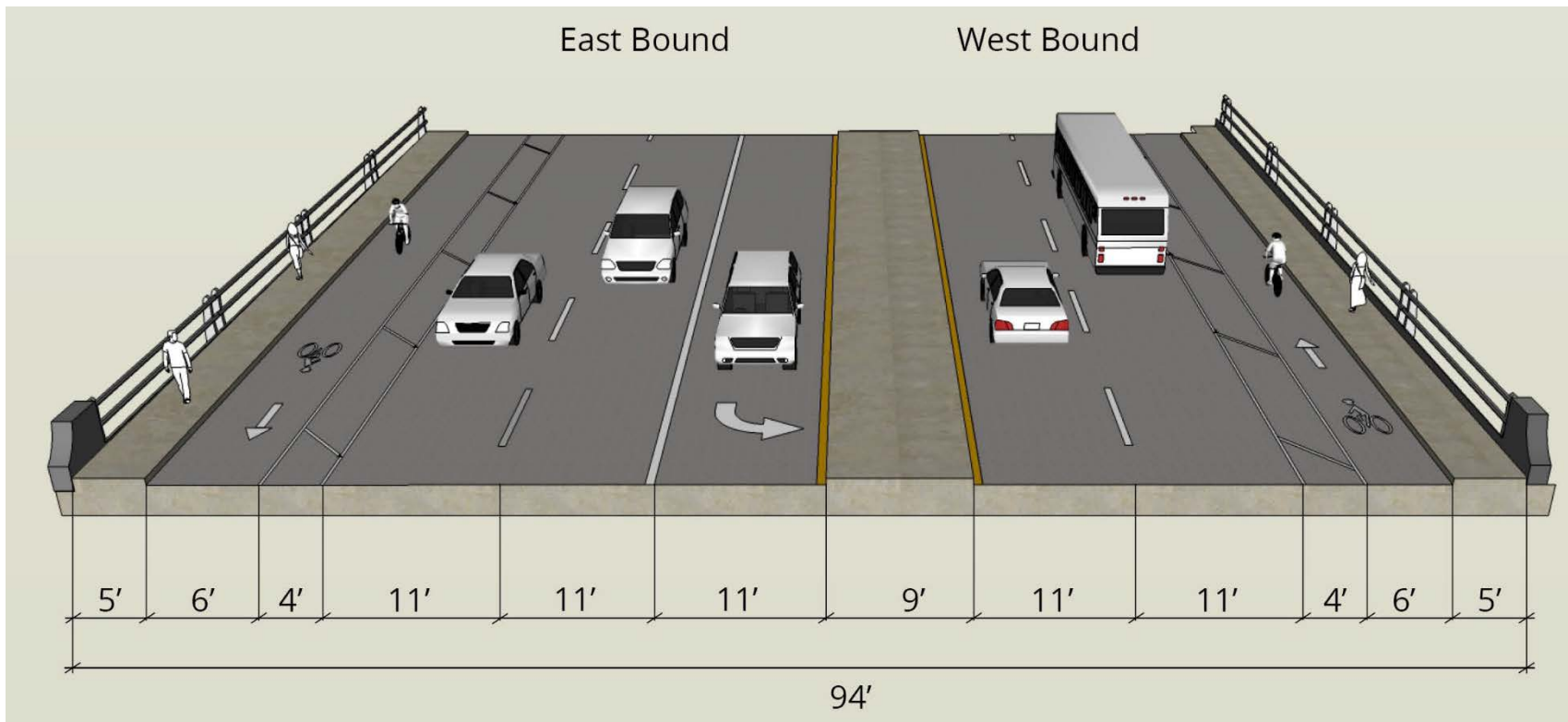
- ❖ 4 travel lanes with turn lanes at I-5 on and off ramps
- ❖ No existing bike lanes
- ❖ Average daily car trips ~28,000 to 30,000

Summary of Issues

- ❖ No bike lanes
- ❖ High-speed freeway on/off ramps
- ❖ No separation between vehicles and pedestrians
- ❖ Bridge weight constraints



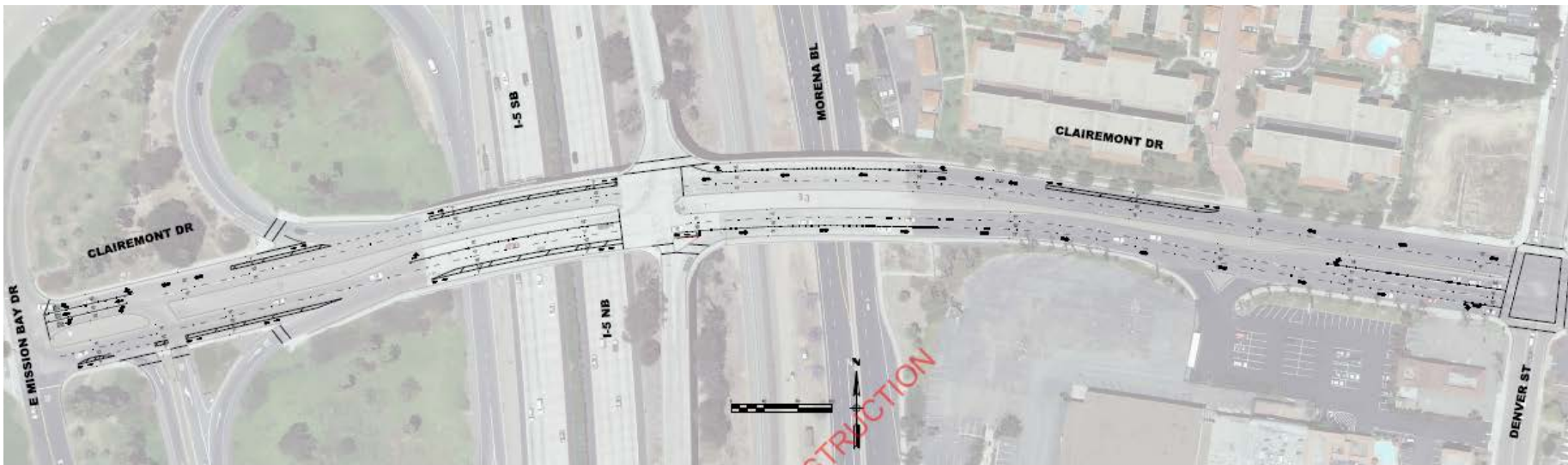
Clairemont Drive – Proposed Interim Configuration



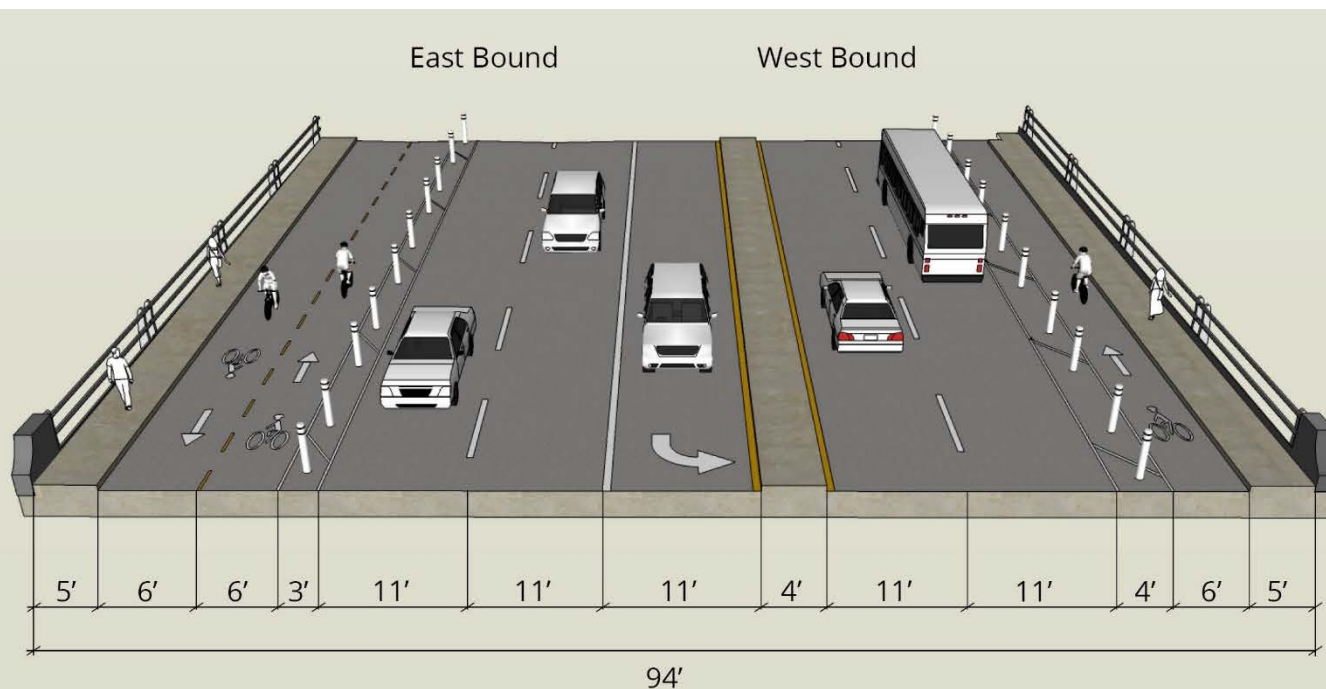
- ❖ 4 travel lanes with turn lanes at I-5 on and off ramps
- ❖ Bike lanes in each direction with buffer from vehicles
- ❖ Reduced vehicle lane widths

Benefits of interim configuration

- ❖ Provides buffered bicycle lanes
- ❖ Alerts motorists of potential conflicts with cyclists at freeway ramps
- ❖ Reduced lane widths would result in slower speeds
- ❖ Provides separation between vehicles and pedestrians



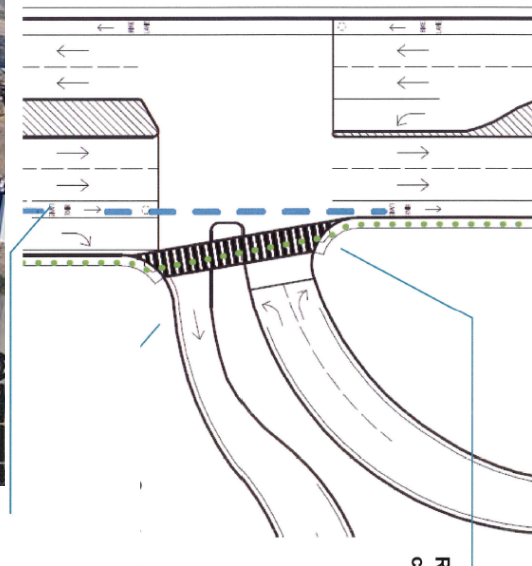
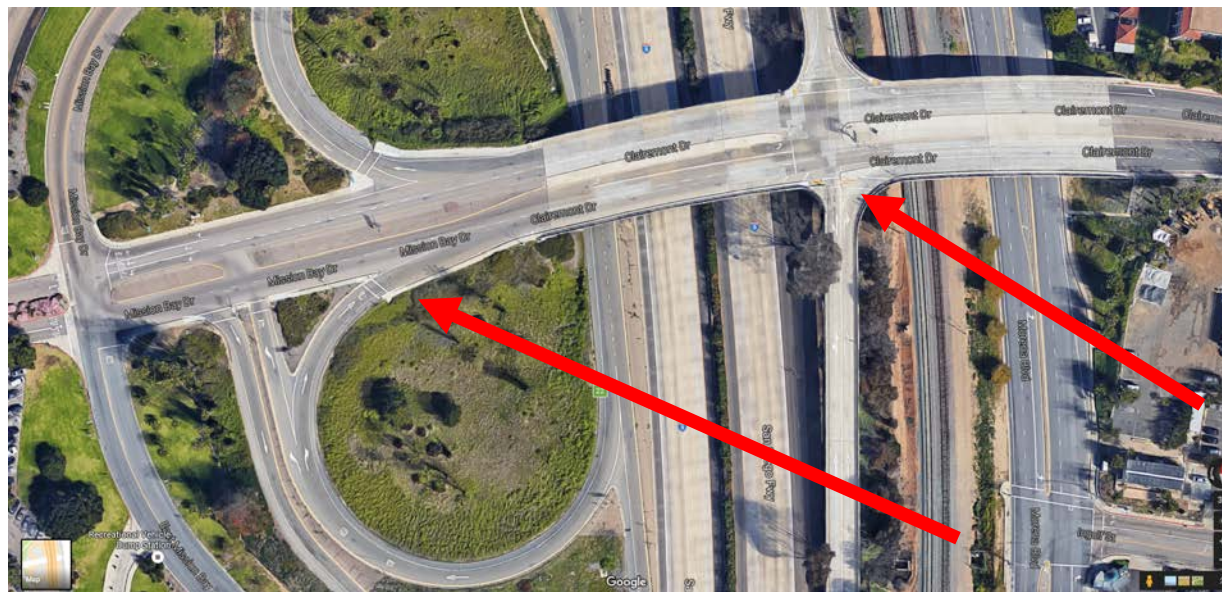
Clairemont Drive – Long-Term Configuration (Option 1)



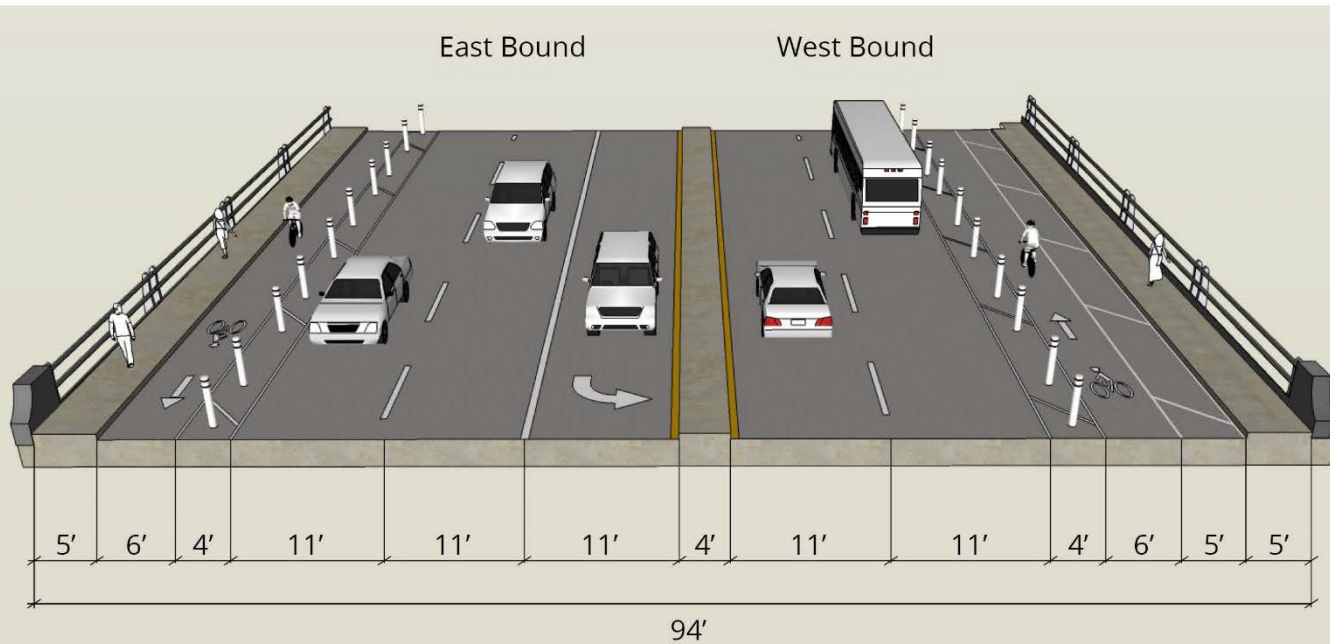
- ❖ 4 travel lanes with turn lanes at I-5 on and off ramps
- ❖ Two-Way Cycle Track along south side
- ❖ Freeway on/off ramp treatments to reduce speeds at ramps
- ❖ Reduced lane widths

Freeway On/Off Ramp Improvements

- ❖ Free vehicle movements create conflict with bicycles and pedestrians
- ❖ Square off ramps to reduce conflict with bicycles and pedestrians



Clairemont Drive – Long-Term Configuration (Option 2)

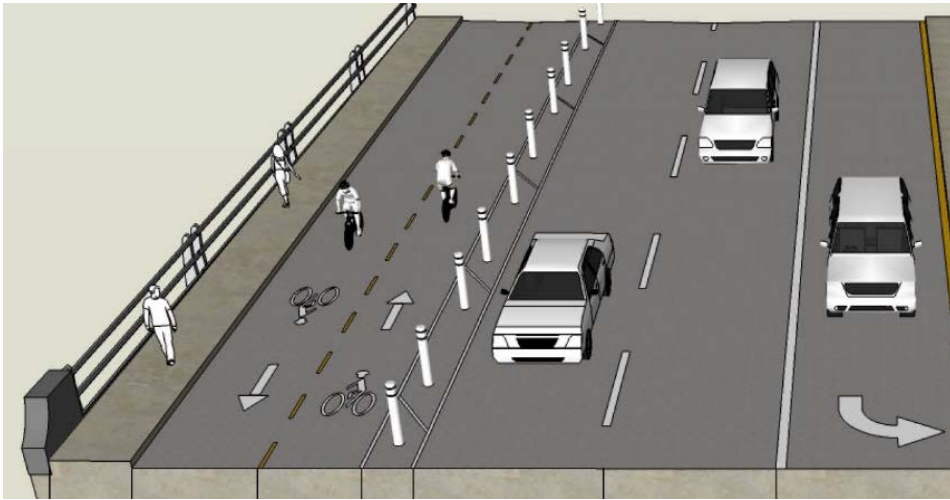


- ❖ 4 travel lanes with turn lanes at I-5 on and off ramps
- ❖ Separated bicycle facilities in each direction
- ❖ Freeway on/off ramp treatments to reduce speeds at ramps
- ❖ Reduced lane widths

Long- Term Option Comparison

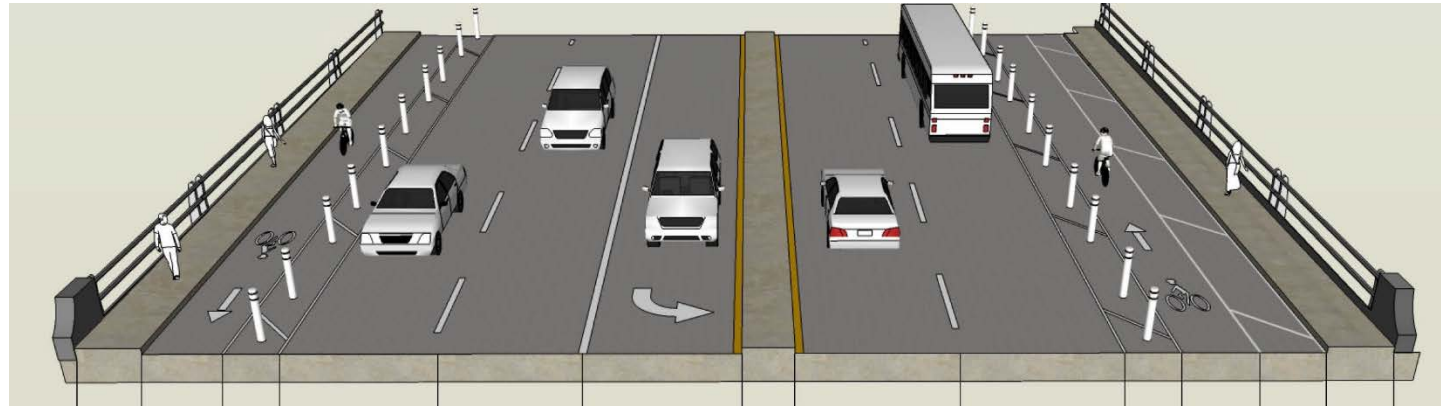
Option 1

- Lower stress bike facility on south side
- 15 ft separation for pedestrians from vehicles on south side



Option 2

- Separated bike facility in each direction
- 10-15 ft separation for pedestrians on both sides



Specific Plan Outline

Vision and Guiding Principles

VISION STATEMENT

Enhance the Morena Corridor as a mixed-use area that has a vibrant community core with a strong restaurant/retail component and gathering places, balanced residential density that includes affordable housing, quality urban design, safe and accessible travel for all modes, employment opportunities, adequate infrastructure, and public amenities.

GUIDING PRINCIPLES FOR DEVELOPMENT OF THE SPECIFIC PLAN

- Protect and enhance the Corridor's unique neighborhood character.
 - Ensure that new development respects general mass, volume, and scale of the existing built environment.
 - Improve visual quality along Morena Boulevard.
 - Preserve public views of Mission Bay.
- Establish a varied and balanced mix of uses.
 - Encourage the preservation of existing restaurants and the development of new restaurants along the Morena Corridor.
 - Provide a range of housing options.
 - Integrate new uses that complement the existing neighborhood character.
- Improve the Corridor as a place of services, shopping, and small business.
- Create additional gathering and recreational open space opportunities.
- Improve mobility for all modes of transportation.
 - Establish safe access.
 - Provide adequate parking for all new development.
 - Ensure safe and efficient travel for pedestrians, bicycles, and vehicles.
 - Improve access to Mission Bay Park.
- Celebrate community history that dates back to the turn of the 20th century.
- Maximize sustainable development.



Plan Organization

Chapter 1 – Introduction

- Specific Plan overview, purpose and background

Chapter 2 – Land Use

- Identifies land use designations, districts and overlay zones (e.g. Clairemont Height Limit Overlay Zone)

Chapter 3 – Mobility and Streetscape

- Addresses vehicular, bicycle, and pedestrian connectivity and an enhanced streetscape in the right-of-way

Chapter 4 – Design Guidelines

- Provides direction for the development of the public realm, site design, and building design.

Chapter 5 – Infrastructure, Facilities, and Public Services

- Describes the infrastructure and public services needed for implementation of the Specific Plan.

Chapter 6 – Implementation

- Details implementation and funding mechanisms that can be used to support the vision of the Specific Plan.

Chapter 7 – Administration

- Describes procedures for amendments and development processing requirements.

Mobility and Urban Design

❖ Streetscape Recommendations

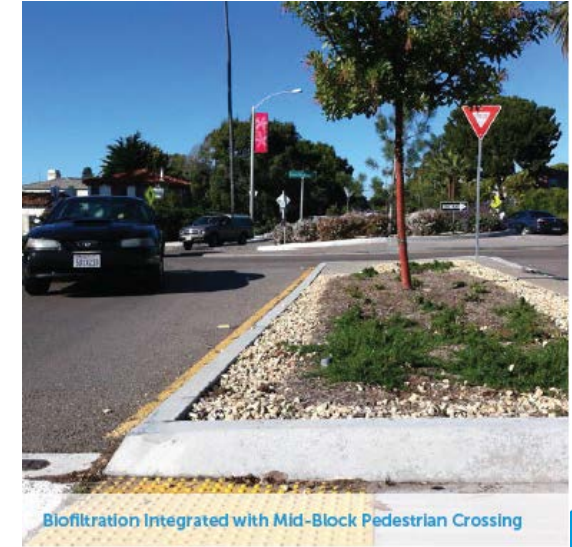
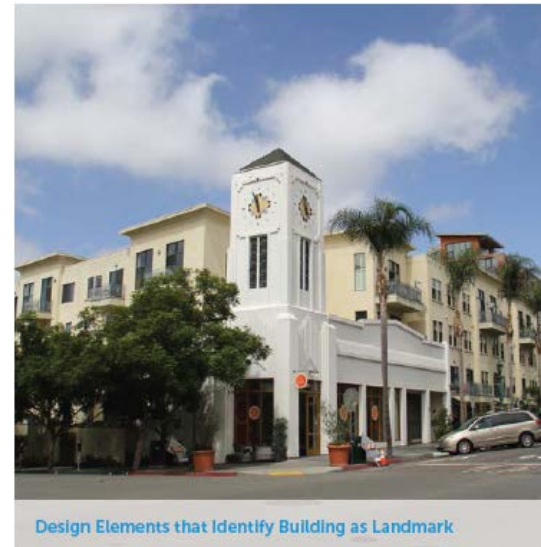
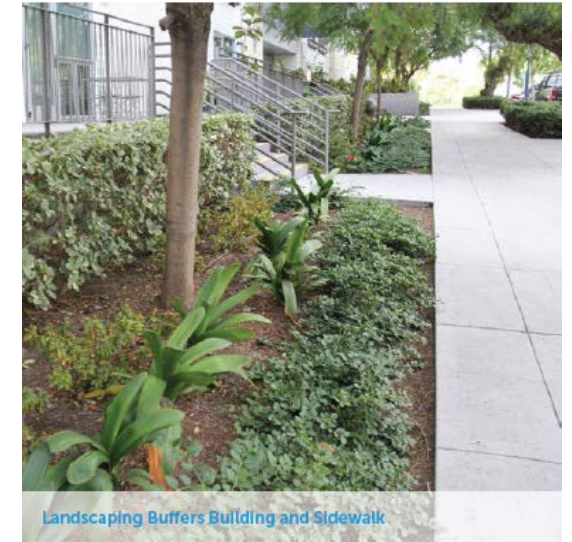
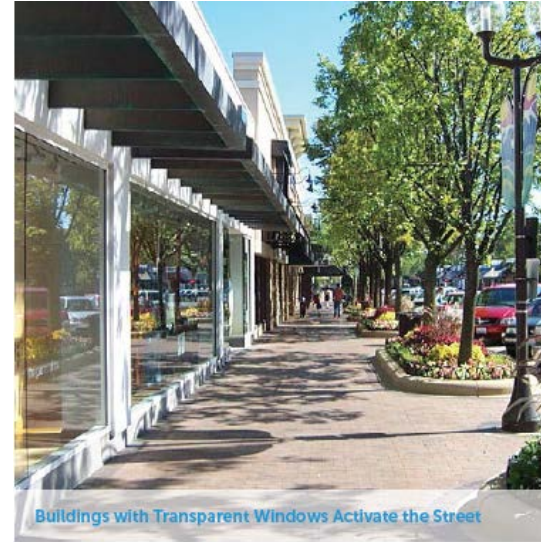
- Examples: landscaping, public art, and outdoor areas

❖ Site design

- Examples: building orientation and access, relation to public realm

❖ Building design:

- Examples: frontage, façade design, articulation, materials and color



Public Realm

❖ Pedestrian Area

- Emphasizes clear pedestrian pathways
- Promote outdoor cafes along street sidewalks

❖ Landscape Architecture

- Landscaping to highlight building facades and add visual interest
- Expand use of street trees and street furniture

❖ Public Art/Signage

- Promote public art
- Guidance for outdoor dining, signage and displays



Next Steps:

- | | |
|-------------------------------------|-------------|
| ❖ Specific Plan Public Review Draft | November |
| ❖ EIR Public Review Draft | Early 2017 |
| ❖ Approval Process | Summer 2017 |
| ❖ Final Draft Specific Plan and EIR | |
| ❖ Public Hearings | |



Feedback & Questions

Next Ad-Hoc Subcommittee Meeting – November