



Morena Corridor Specific Plan

Morena Corridor Specific Plan – Clairemont Ad Hoc Subcommittee

Meeting #2 Summary

Date: August 5, 2015

The second Clairemont Community Planning Group Morena Specific Plan Ad Hoc Subcommittee (Subcommittee) meeting was held July 20th. Chairperson Margie Schmidt gave a welcome, introduction, and presented the agenda and format for the meeting. Michael Prinz, Senior Planner/Project Manager, City of San Diego Planning Department, presented a brief overview of the purpose of the Morena Corridor Specific Plan and the role of the Subcommittee. The 30-ft Clairemont Mesa Height Limit Overlay zone will be maintained in the Specific Plan. Brooke Peterson, Project Manager, PlaceWorks (consultant), presented an overview of the public engagement process and the topic schedule for future Subcommittee meetings. The main purpose of the meeting was to gather comments and input from the community so the remainder of the meeting included taking comments.

Provided below is a summary list of comments provided by community members at the meeting. The comments are organized by general topic areas.

LAND USE/COMMUNITY CHARACTER

- Concern with density (3 similar comments).
- Public should be included on the ideas of what they want to see not just what they don't want (2 similar comments).
- Maintain 30-ft height; density is okay near the transit stations.
- Trolley will connect community to downtown, UCSD, etc.
- Is there a no development proposal across from the Clairemont station to just provide 150 spaces?
 - A: SANDAG is looking at plans to provide approximately 150 spaces at the Bay View Plaza site.
- Community improvements require money. Private development can fund community improvements.
- The Morena Specific Plan is an opportunity for community improvements.

- Property rights should be maintained and allow the owners decide what to do with their property.
- Need signage letting visitors know about the places to visit/restaurants to go to along Morena Boulevard.
- Reasonable density and growth is okay.
- Need to bring new businesses to the area.
- Can a developer get a variance from the 30-ft height limit?
 - A: A site development permit is required for any project that would exceed the 30-ft Clairemont Mesa Height Limit Overlay zone. The permit requires City Council approval after Community Planning Group review and action.
- Honor and highlight the community character and find creative solutions (3 similar comments).
- Consider the context of all of Clairemont in the Morena Plan.
- The Morena Plan is about the future. It is the opportunity to create something great for the community. Need to take consider the future over current personal interest.
- Important to provide a great experience for visitors.
- People are going to move to Clairemont/Bay Park. Trolley is the best way to connect people to important places – UCSD, Scripps, UTC, downtown, etc.
- Don't over build Morena Boulevard.
- Plan should be balanced. Want to see a model community that is aligned with the Guiding Principles of the General Plan.
- Transit-oriented development will be traffic-oriented development if the 30-ft. height limit is exceeded.
- 75 dwelling units per acre is not appropriate for the area

PARKS AND OPEN SPACE

- Want to see open space/parks for all ages. Provide senior recreational park space too.
- Desire to see a community gathering space.
- Accommodate senior needs with regard to uses and facilities, such as parks designed for seniors.

- Q: What is the green (park) area ratio?
 - A: The General Plan requires 2.8 acres of public park space for every 1,000 residents.

MOBILITY/TRAFFIC/PARKING

- Need better pedestrian safety and walkability (4 similar comments).
- Pedestrian/bike only access to Mission Bay Park such as an overpass (3 parallel comments).
- Don't slow Morena Blvd down by reducing number of travel lanes.
- Not in favor of restriping Morena Boulevard to provide bike lanes.
- Sidewalks should be put in on private property.
- Plan needs to be auto-centric, against transit because it is costly.
- Concern about reduced parking standards.
- Sidewalks need to be improved to ADA compliance requirements.
- Generally need to slow cars down Morena Boulevard for bicycles, need signal for bikes.
- Don't like reducing the number of travel lanes on Clairemont Drive.
- Concern about general traffic.
- Concern about getting adequate trolley ridership compared to SANDAG's assumptions.
- Don't make Morena like Little Italy with its traffic and parking problems.
- Concern regarding pedestrian and bicycle safety.
- Too many cars and parking.
- Concern about freeway on-ramps, congestion and access issues.
- Restore a proper connection from Morena Blvd to Clairemont Dr. There are no sidewalks on Knoxville.
- Shift vehicle flow to West Morena.
- Concern about traffic and adequate traffic flow. Road planning needs to be well thought out to provide freeway accessibility and adequate flow.
- Improve mobility.

- Avoid cut through traffic into neighborhoods
- Trolley will allow people to not have to drive
- Avoid angled parking. Not in favor of bike lanes on Morena. Adequate bike facilities already existing along Mission Bay.
- Concern about roadway and separated bike lane maintenance.
- Need a community/city-wide bike plan.

UTILITIES

- Want to see undergrounding of utilities (2 similar comments).
- Utility concerns with new development. Before anything gets built, developers need to pay for infrastructure upgrades.
- Concern about need to upgrade water and sewer utilities.
- Want to see the improvements that are promised.
- Concern with water supply / new development. Want to see utility upgrades.

SAFETY

- Current plans for Balboa Station engineering present significant safety hazards.
- Slow traffic on Milton down to make it safer for residents to walk, especially children.
- Need safe access from the community to the stations.
- TOD safety concerns related to signal timing and crossing from trolley station over Morena. Need to upgrade our streets to match the demand that will come in response to the trolley.

URBAN DESIGN

- Should be creative/unique
- Desire for green/sustainable development
- Avoid ugly buildings
- Work with all stakeholders – architects, developers along with the public in the urban design process

OTHER

- Q: Does SANDAG have the power of eminent domain?
 - A: Yes, for construction of transportation facilities only.
- SB 375 does not dictate land use in San Diego.
- What is going on with trailer park at De Anza Cove and how will that impact traffic in the community?
- Does SB 375 trump anything that happens through the Morena plan process?
 - A: No.
- Do we have the right to name the stations?
 - A: SANDAG/MTS has the authority over the name of stations.
- Concern regarding lighting impacts on community from trolley stations.
- Concern about noise from the trolley.
- What is the schedule for subcommittee meetings?
- Meetings need to be better noticed.
- Need to consider De Anza Cove
- Should work with developers to get improvements